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Journal of a whaling voyage aboard the Bark Gratitude out of New Bedford, 354 pages, folio, kept by George N. Bailey, first officer. September 6, 1854 to June 3, 1858, with numerous "whale stamps" and a sketch of 3 islands. Fine.

In 1819-20 the first American whalers crossed the mid-Pacific to discover the greatest of that ocean's famous whaling grounds--"on Japan". This was a region embracing thousands of square miles, where great schools of sperm and right whales were found. Shortly before 1850 the American fleet numbered 680 sail in all; and all but 40 odd ships were employed in the Pacific in the pursuit of sperm and right whales.

Bailey gives an interesting and intelligent account of his voyage of four years, (under the command of Capt. John B. Cornell,) from New Bedford around Cape Horn to the South Sea Islands. They cruised the Sea of Japan and the Ochotsk Sea (Okhotsk), to Honolulu, (to discharge oil, get supplies, and make repairs), and to Guam and returning to the Sea of Japan to continue their search.

Bailey describes the voyage which includes the sighting of whales, bartering with the "naked" natives, ship repairs, men smuggled aboard, and the behavior of the crew. (including one who had to be put in "irons"). One of the crew was given a "light flogging" by the Captain when he "attempted to use a knife on his antagonist". "Keeping men from leaving the ship & governing drunken sailors is no easy task." He gives a lengthy account of the ship striking a reef, the ship taking water and the hazardous position they were put in with a broken tiller. His personal commentary is both amusing and illustrative of life on board a whaler, "...found...I had got well stocked with body lice, these people are very hospitable to strangers but the lousiest set I ever saw."

His most interesting commentary is on the actual clashes with the whales. Some whal boats were sunk, or stove in, or capsized. The Captain being capsized a number of times, and one man was killed. In Bailey's opinion the ship seemed to have particularly poor luck in killing whales. They, "...lowered for another whale with our usual luck". The gun misfired, they harpooned him--but gave up the chase. When they were successful, he records the process of cutting and boiling the whale's meat. The journal is highlighted by a large number of whale stamps.



U.S. MAR. 22
1855

Journal
of a Whaling Voyage on board of
the Bark Gratitude of New Bedford
John B. Cornell Master,
Kept by George W. Bailey
first Officer.

Wednesday Sept 6th 1854.
Fresh breezes from S.W. and thick fog.
at 10 A.M., all hands on board, made
sail, weighed the anchor, and made
several tacks to seaward, at 3 P.M.
came to anchor again, in ten fathoms
water, and the Capt went back to town
at 4 P.M., clear weather, at 11 P.M.,
thunder squalls.

Thursday Sept 7th 1854.
Heavy thunder squalls, at 8 A.M., pleasant
breezes from the western board and fair weather
took the anchor again, and got the ship
under way, at 8 A.M., took the Capt on
board, at 10 A.M., the Pilot left us
the ship having cleared the land, and
I once more found myself standing out to sea
at noon light air, and foggy by spells, at 6
P.M., lay to wind, here W.C. distant 10 miles
from which I take my departure, at 8 P.M.,
clear weather, with moderate winds,
from S.W.

From New Bedford to

Friday Sept 8th 1854.

Light winds from E. to E. S. E. and pleasant. Latter part light airs from the Eastward and fair weather. Steering to the Southward.

Saturday Sept 9th 1854.

Light airs from the E. and S. at 6 A.M. strong breezes from S. W. double reefed the Topsails. steering southeasterly by the wind. Latter part steered E. S. E.

Lat by obs 39° 35' North.
Long by Chron 70° 40' West.

Sunday Sept 10th 1854.

Break breeze from S. W. and pleasant. steering E. S. E. with double reefed Topsails set. at 8 A.M. saw two ships, and spoke one of them. at 2 P.M. set whole Topsails. at 6 P.M. double reefed again, and at 10 P.M. took the Jib and Mainsail.

Lat by obs 38° 58' North.
Long by Chron 65° 40' West.

Monday Sept 11th 1854.

Strong gales from S. W. steering E. S. E. under double reefed Topsails, with the Jib and Mainsail in. at 2 A.M. took in the Foretop sail. at 3 A.M. close reefed the Main Topsail. at 4 A.M. took in the Fore sail, with strong gales from S. at 9 A.M. the Main Topsail, and Mainsail.

The Western Islands.

Staysail, (the only sails set) blew away, lost the Bow Mast, and her whaling apparatus and had all the rest of them badly stove, At 10 P.M. the Main, and Mizzen Topmasts, and Foretopgallant Mast, came down at a single crash, with all their hamper, there was not at this time, a thread of sail set on the ship, and no Canvas could have stood the force of the wind a moment, our Mizzen Staysail, which blew away, an hour before the gale had reached its height, was made of the heaviest Canvas, was entirely new, and quite small, At noon the gale began to abate, and the wind hauled to the northward, All Hands employed in clearing up the wreck, At 4 P.M. pleasant breezes, set the Foresail and stowed it, at 6 P.M. got things tolerable snug for the night.

Lat by obs 38° 45' South.

Long by Chron 63° 38' West.

For
Tuesday Sept 12th 1854

Light airs from the Eastward steering south easterly by the wind, all Hands Employed in repairing damages, sent down the Main Yard Latter part calm and pleasant, and I am in hopes it may remain so until we can get the Ship in sea going trim again, which will take us some time for we have got all our Spars to make new.

The
From New Bedford to

by
Wednesday Sept 13th 1854.
Light air from W. steering E. S. E. Employed
in fitting a new Main Topmast, and cross Trees
for the same. Sent a Ship, steering E. by W.
at 4 P.M. sent up the Main Topmast.
Latter part showery.

by
Thursday Sept 14th 1854.
Moderate breeze from the Eastern board and
pleasant. Sent the Main, and Main Top sail
Yards aloft, and bent the sails to them,
and sent up the Main Topgallant Mast.
Lat by obs 36° 50 North.
Long by Chron 68° 35 West.

by
Friday Sept 15th 1854.
Fresh breeze from the southeastern board
and squally, steering from E. by S. to E. by the
wind. Employed in repairing the Foretopmast
Cross Trees, and repairing and setting up rigging
at 5 P.M. wind S.W. and pleasant.
Lat by obs 37° 05 North.
Long by Chron 68° 49 West.

Saturday Sept 16th 1854.
Moderate winds from the W. and northwestern
boards, and fair weather. Bent a new Main
Top sail, and Mainsail, got the Foretopmast
Cross Trees in order, and put a new Board on
the Main Forecabin. The Ship begins to look
a little like herself again.

the Western Islands.

^{by} Sunday Sept 17th 1854.

Fresh breezes from W. E. and W. N. E. and squally steering E. and E. S. E. by the wind, with double reefed Topsails set. at 2 P.M. raining.

^{by} Monday Sept 18th 1854.

Fresh breezes from W. N. W. and pleasant. Latter part wind about W. E. steering E. S. E. Employed in repairing, and fitting the boats, rigged and sent up the Foretopgallant Mast and Yard. at sun set two sail in sight.

Lat by obs 38° 40' North.

Long by Chron 53° 48' West.

^{by} Tuesday Sept 19th 1854.

Fresh breezes from E. W. E. and E. steering Southeaster by the wind, at 2 P.M. wind E. S. E. wore ship to W. E. saw a bark, and a brig to leeward. at 4 P.M. wind S. E. and raining.

^{by} Wednesday Sept 20th 1854.

Strong breezes from the southeastern board and pleasant. steering E. with double reefed Topsails set. saw a brig to leeward.

Lat by Chron 36° 38' North.

Long by Chron 54° 54' West.

^{by} Thursday Sept 21st 1854.

Pleasant breezes from S. and S. S. W. and clear weather, steering E. by S. with double reefed Topsails set. saw three sail in the course of the day.

Lat by obs 38° 55' South

Long by Chron 48° 54' West.

From Chew Bedford to

Friday Sept 22nd 1854.

Light breeze from the southwestern board and pleasant, steering E. S. E. with all sail set, saw three sail.

Lat by obs 38° 02 North.

Long by Chron 45° 38 West.

Saturday Sept 23rd 1854.

Light air from S. to S. W. and pleasant steering E. S. E. with all sail set, saw three sail. We have now got our ship in order again, except the broken topmast, but as we have nothing to make such a spar of on board, we have got to wait until such time as we can get one, and as far as I am concerned I wish we were obliged to steer directly home for it.

Lat by obs 37° 57 North.

Long by Chron 43° 30 West.

Sunday Sept 24th 1854.

Fresh gale from S. S. W. and squally, steering E. S. E. with double reefed topsails set, saw two sail, at 8 1/2 p.m. the wind hauled suddenly to N. W. with squalls and heavy rain, weather by no means calculated to cure a home sick wanderer like myself.

Lat by obs 38° 08 North.

Long by Chron 39° 30 West.

The Western Islands.

by Monday Sept 25th 1854.
Fresh gales from N.W. and pleasant,
steering E. by S. under double reefed Topsail,
Lib. and courses, towards midnight the weather
grew squally.

Lat by *obs* 38° 03' North.
Long by *chr* 37° 41' West.

by Tuesday Sept 26th 1854.
Fresh gales from N.W. and N. and
squally, steering E. lowered per Black Lick
but without success.

Lat by *obs* 38° 25' North.
Long by *chr* 34° 08' West.

by Wednesday Jan 27th 1854.
Fresh gales from N.W. and squally, steering
E. at 9 A.M. light winds from N.E. and
pleasant, steering southeasterly by the wind,
at 9 1/2 A.M. Made the Island of Flores
in *Lat* 39° 44' N. *Long* 31° 07' West, bearing
E. N. E. distant by estimation 40 miles,
at 6 P.M. Flores bore N. E. distant about
30 miles, at 11 P.M. tacked ship to N. N. W.

Lat by *obs* 39° 08' North.
Long by *chr* 31° 48' West.

by Thursday Sept 28th 1854
Light air from the northwestern board and squally
Doing our best to get the ship up to the Land
(viz Flores) at 9 A.M. the land bore N. N. E. distant 20
miles, at 2 P.M. lost sight of it.

From New Bedford to

by Friday Sept 29th 1854.

Light winds from W. W. C. and pleasant.
Tacked ship several times. At 11 A.M.
made the Island of Flores again, bearing
E. W. C. at 6 P.M. Flores bore W. C. by E.
distant 25 miles, by estimation.

by Saturday Sept 30th 1854.

Fresh breeze from W. W. C. and pleasant.
At 6 A.M. the S. end of Flores bore E.
The Island of Corvo in sight. At noon the
S. end of Flores bore E. W. C. distant 10
miles. Carrying all sail to get up to the
weather end of the Island. At 6 P.M.
the weather end bore E by W. distant
about 8 miles.

Sunday Oct 1st 1854.

Light winds from W. C. worked into the
land. At 10 A.M. the Capt took his boat
and pulled in for a Town on the W. W.
side of the Island of Flores. The ship
lying off and on about 2 miles from the
land. At 1 P.M. the Capt returned, not
having been allowed to land, on account
of the ship's not having been to sea 4
months, or quarantined in the Island
40 days. Made all sail on the strength
of this for the Island of Corvo. At 6 P.M.
the Island of Corvo bore E. W. C. distant
by estimation 12 miles.

The Western Islands.

Monday Oct 2^d 1854.

Moderate breeze from E. W. E. and pleasant. At 6 A.M. were close in to the Island of Corvo. At 9 A.M. the Capt^d went on shore at the Town on the south side of the Island. At 10 A.M. he returned for trade &c and went on shore again. The ship lying off and on. At 4 P.M. took on board 70 bbls of Potatoes, a quantity of Onions, and Turnepskins, some Koultry, and 1/2 of a Bullackin, and landed one Passenger at 6 P.M. The Capt^d came on board and at 7 P.M. we stood off from the Land. heading S. E. we also spiked two men.

Tuesday Oct 3^d 1854.

Moderate breeze from E. W. E. and pleasant. At 8 A.M. heeled aback off Santa Cruz on the E. side of the Island of Flores, and then went in with his Boat. To land a passenger, a native of this Town. but was prohibited notwithstanding. his Mother and Sister, and all his ^{very} friends, were begging the authorities on their knees to let him come on shore. This I thought was hard after an absence of two years in California. We succeeded however about 2 hours afterwards, in smuggling him ashore on the Towing about 4 miles from the Town, and 4 or 500 Yards from the main shore of the Island, and steered S by E. by the wind.

From New Bedford to

Wednesday Oct 4th 1854.

Light winds from C. S. E. and fair weather
steering S. by the wind, at 6 P.M. Tacked
Ship to N. E.

Lat by obs 37° 50' North.

Long by Chron 30° 17' West.

Thursday Oct 5th 1854.

Moderate winds from from C. S. E. E.
and N. E. and pleasant, steering south
-easterly by the wind, at 10 P.M. wind
N. N. E. steering E.

Lat by obs 37° 20' North.

Long by Chron 29° 54' West.

Friday Oct 6th 1854.

Fresh breezes from N. E. by N. and pleas-
ant, steering E. by S. at daylight made the
Island of Rice in Lat 38° 27' N. and
Long 28° 28' West, bearing N. N. E. distant
3 1/2 miles, at 1 P.M. moderate winds,
from C. N. E. Tacked Ship to the northward
at 1 1/2 P.M. made the Island of Azal.
in Lat 28° 30' N. Long 28° 42' W. bearing
N. N. E. very nearly, distant by estimation
30 miles.

Saturday Oct 7th 1854.

Strong breezes from N. N. E. and pleasant.
Heating Ship up to Azal. at 6 P.M.
the Island bore N. N. E. distant 20 miles,
saw a ship to windward.

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Sunday Oct 9th 1854.

Light winds from N.E. and pleasant.
Fog about 5 miles to windward at day
light in the morning. at 3 P.M. the
Capt went ashore, and returned at 7
P.M. brought some Fruit. Spoke
Ship, ^{for} Williams of West London, Capt
Miller, with 30 bbl Sperm Oil.

Monday Oct 9th 1854.

Pleasant breeze from W. S.W. and
fine weather. Laying off and on at Fayal.
at 3 P.M. the Capt went on shore, at
2 P.M. fresh breeze. Took on board
two Sparks, one for a Main top gallant
Yard, and one for a Mizzen Topmast.
some Fruit. Onions, and 4 Men.
at 7 P.M. the Capt. came on board,
and we made off from the Land with
all prudent sail set.

Tuesday Oct 10th 1854

Light winds from the southwest
breeze and pleasant. Steering South west
by the wind. Employed in making
a Mizzen Topmast. Kept Samuel
Turner, one of the Boatmen, in
Irons, and kept him about 3 hours
for refractory and disobedient conduct.
Saw a school of Black Fish but
did not lower for them.

From New Bedford to

Wednesday Oct 11th 1854.

Fresh gales from S. and pleasant.

At 9 A.M. lowered for a School of.



Sperm Whales, but with
success, after giving them

up came on board, and steered south-
westward by the wind, with double reefed
topsails, &c. At 4 P.M. Tacked Ship
to E. S. E. and a sail to leeward.

Thursday Oct 12th 1854.

Strong gales from S. S. W. At 8 A.M.

took in the Fore-top sail. Ship heading

S. E. Employed in making a Mizzen Top-

mast. At 6 A.M. made the Islands of

St. Michael, bearing S. distant 35 miles

by estimation. saw a sail to windward.

At 4 P.M. set double reefed topsails, and

5 P.M. light air from W. with rain.

At 8 P.M. light air from W. steering S. E. E.

Friday Oct 13th 1854.

Light air from W. and hazy weather.

steering S. E. E. sent up the Mizzen

Topmast. saw a sail to leeward; at 6

P.M. pleasant breeze from E. steering

S. by the wind. all Hands seem

to be getting reconciled to their old

or new life, as it may be. At Sea.

but for my own part I hold it

more and more every day.

the Western Islands.

Saturday Oct 14th 1854.

Pleasant breeze from E. and fine weather,
steering S. with all sail set.

Lat by obs 35° 18 North.

Long by Chron 23° 39 West.

Sunday Oct 15th 1854.

Pleasant winds from E. & E. and clear
weather, steering S. with all sail set.

Lat by obs 32° 48 North.

Long by Chron 22° 22 West.

Monday Oct 16th 1854.

Pleasant breeze from W. E. and showing
steering S. sent a new Foretop-gallant
aloft, at the main.

Lat by obs 30° 12 North.

Tuesday Oct 17th 1854.

Moderate winds from W. and pleasant, steering
S. Employed in making a new Foretop-
gallant Mast. Latter part saw 4 sail

Wednesday Oct 18th 1854.

Light winds from W. E. and pleasant,
steering S. by W. with all sail set.
Employed in making a Foretopgallant
Mast.

Lat by obs 25° 00 North.

Long by Chron 19° 29 West.

From New Bedford to

Thursday Oct 19th 1854.

Light airs from E. N. E. and pleasant steering S. E. W. with all drawing sail set. Went up the Cheretoppallent Mist. sent a sail to the westward, at 5 P. M. pleasant from E. N. E.

Lat by obs $23^{\circ} 55'$ North.
Long by Chron $20^{\circ} 14'$ West.

Friday Oct 20th 1854.

Moderate breezes from E. N. E. and pleasant, steering S. E. W. with all sail set. sent up the Cheretoppallent fard.

Lat by obs $21^{\circ} 12'$ North.
Long by Chron $20^{\circ} 21'$ West.

Saturday Oct 21st 1854.

Pleasant winds from E. N. E. and fine weather steering S. E. W. at 4 P. M. steered S. W.

Lat by obs $18^{\circ} 40'$ North.
Long by Chron $22^{\circ} 26'$ West.

Sunday Oct 22^d 1854.

Light winds from E. N. E. and smoky weather, at 10 A. M. made the Isle of St. or Salt Island, bearing W. N. W. distant by estimation 10 miles. at 2 P. M. made the Island of Bonavista bearing S. E. W. distant 12 miles.

Lat by obs $16^{\circ} 30'$ North
Long by Chron $22^{\circ} 43'$ West.

The Cape Verde Islands.

Monday Oct 23^d 1854.
Fresh breeze from N.E. and pleasant,
at 8 A.M. raised the Island of St. Leger
bearing S. by W. at 10 A.M. made the
Island of Fogo, and at noon saw Brava,
at 3 1/2 P.M. were close in at the S.W. end
of Fogo, and the Capt. went on shore to
land a passenger, by the name of Manuel,
at 5 P.M. the Capt. returned, double reefed
the Topsails, and stood across to Brava.

Tuesday Oct 24th 1854.
Moderate winds from N.E. and pleasant,
at 7 A.M. were close in on the W. side
of the Island of Brava, and the Capt.
went on shore to land two passengers
and trade with the Negroes, saw the
Ship Mary Ann of Fair Haven, and
an English Brig lying off and on,
took on board a lot of Coffee, Flour, &c.
&c. discharged a man by the name of
Charles, S. Grant, and left him who
smuggled himself on board at the western
Islands, and shipped one man.
at 8 P.M. the Capt. came on board
and steered S.W. with all sail
set. We have now in all probability
a long road to travel before we shall
again feast our eyes with the sight
of land, a thing which always creates a
sensation of pleasure, except when seen
under the lee in a heavy storm or
a calm, and the wind is substituted,

From the Cape Verde Islands

Wednesday Oct 25th 1854.

Pleasant breeze from E. S. E. and fine weather steering S. by E. with all sail set, two sail in sight astern.

Lat by obs 14.06 North.

Long by Chron —

Thursday Oct 26th 1854.

Light air from E. S. E. and pleasant steering S. by the wind, at 5 P.M. wind E. steered S. S. E. two sail in sight.

Friday Oct 27th 1854.

Pleasant breeze from E. S. E. with an occasional squall. Latter part fresh squally of wind and rain, from E. S. E. to S. S. E. steering southeasterly by the wind, saw a sail astern.

Lat by obs 9.34 North,

Saturday Oct 28th 1854.

Fresh squalls of wind and rain, from the southeastern board, steering southwesterly by the wind with all prudent sail set.

Lat by obs 8.28 North

Long by Chron 21.27 West,

Sunday Oct 29th 1854.

Moderate breeze from the southeastern board and squally, steering southwesterly by the wind saw two sail.

Lat by obs 7.56 North,

To Cape Horn.

Monday Oct 30th 1854.

Light air, and squalls from the southeastern board steering southeasterly. Latter part baffling winds with squalls, and calm by spells. At 3 P.M. lowered for Black Fish and caught one. A Brig in sight at 5 P.M. saw a Steam Ship steering about S. S. E.

Tuesday Oct 31st 1854.

Light air from S. E. and pleasant, steering S. S. W. by the wind. Latter part wind baffling from S. E. to S.

Lat by obs 5. 12 North.

Long by Chron 21. 01 West.

Wednesday Nov 1st 1854.

Light air from S. S. E. to S. by W. and pleasant. worked ship to the southward. At 9 P.M. lowered for Black Fish and got nothing.

Lat by obs — North.

Thursday Nov 2nd 1854.

Moderate breezes from S. S. E. and fair weather steering southwesterly by the wind. with all sail set. saw five sail

Lat by obs 5. 25 North.

Long by Chron 21. 21 West.

From the Cape Verde

Friday Nov 3rd 1854.

Moderate breezes from S. S. E. and pleasant except an occasional light squall. steering southwesterly by the wind, with all sail set.

Lat by obs 4. 00 North.

Long by Chron 22. 13 West.

Saturday Nov 4th 1854.

Pleasant breezes from S. S. E. and fair weather steering southwesterly by the wind. Four sail in sight.

Lat by obs 2. 10 North.

Long by Chron 23. 53 West.

Sunday Nov 5th 1854.

Fresh breezes from S. S. E. and S. E. and pleasant. steering southwesterly by the wind. saw a French Ship. steering S. by W.

Lat by obs - 28' North.

Long by Chron 25. 01 West.

Monday Nov 6th 1854.

Pleasant breezes from S. S. E. and fine weather. steering southwesterly by the wind. saw a sail to leeward.

Lat by obs 1. 35 South

Long by Chron 26. 17 West.

By the day we find our selves in Santa
Latitude, and have consequently crossed the
Line. But heard nothing from old Neptune
he probably dreaded an interview, with a crew
so green as ours, and so let us pass, without a greeting.

Islands to Cape Horn.

Tuesday Nov 7th 1854.

Pleasant breeze from S. S. E. and S. E. by S. and fine weather steering southerly by the wind, and a sail to leeward.

Lat by obs 3° 45' South.

Long by Chron 27° 35' West.

Wednesday Nov 8th 1854.

Pleasant breeze from S. E. nearly and fine weather, steering S. W. by S. by S.

Lat by obs 5° 55' South.

Long by Chron 28° 48' West.

Thursday Nov 9th 1854.

Moderate wind, from S. E. by E. and pleasant, steering S. S. W. with all sail set. Two sail in sight.

Lat by obs 8° 18' South.

Long by Chron 29° 38' West.

Friday Nov 10th 1854.

Pleasant breeze from S. E. by E. and fine weather, steering S. W. by S. with all sail set.

Lat by obs 10° 40' South.

Long by Chron 30° 36' West.

Saturday Nov 11th 1854.

Pleasant breeze from E. and fine weather, steering S. W. by S. with all sail set, at 3 P.M. spoke Brig Andis, of Stockholm, from Cadix, for Rio-Janeiro, and sent letter by her.

Lat by obs 12° 55' South.

Long by Chron 31° 39' West.

From the Cape Verde

Sunday Nov 12th 1854.

Moderate breezes from about N.E. and S.E. and
steering S.W. by S. saw two Schooners,
steering to the north and West.

Monday Nov 13th 1854.

Fresh breezes from N.E. and S.W. steering
S. S.W.

Tuesday Nov 14th 1854.

Strong gales from N.E. and squally, at
3 P.M. were running S.W. by S. under a double
reefed Main Topsail, and Foresail, at 11 P.M.
fair weather, at 5 P.M. squalls and
rain again.

Lat by obs $20^{\circ} 25'$ South,
Long by Chron $35^{\circ} 34'$ West.

Wednesday Nov 15th 1854.

Strong gales from N.E. and almost constant
rain, steering S.W. with double reefed
Main Topsail, and Foresail set, at 8 P.M.
moderated set whole Main Topsail.

Thursday Nov 16th 1854.

Moderate breezes from N.E. and rain steering
S.W. with nearly all sail set.

Friday Nov 17th 1854.

Light baffling winds from the northward and
fair weather, steering ~~the~~ S.W.

Lat by obs $26^{\circ} 36'$ South,
Long by Chron $41^{\circ} 18'$ West.

Islands to Cape Horn.

Saturday Nov 18th 1854.

Strong breezes from S.E. and pleasant, steering S.W. with double reefed Topsails set.

Lat by obs 26° 47' South.

Long by Chron 41° 51' West.

Sunday Nov 19th 1854.

Pleasant breezes from S.E. and fine weather steering S.W. with all sail set.

Lat by obs 28° 00' South.

Long by Chron 43° 22' West.

Monday Nov 20th 1854.

Moderate breezes from E. very nearly, steering S.W. saw a sail to windward.

Lat by obs 30° 45' South.

Long by Chron 45° 14' West.

Tuesday Nov 21st 22nd 1854

Light winds from W.E. and pleasant steering S.W. with all sail set.

Lat by obs 31° 52' South.

Long by Chron 47° 58' West.

Wednesday Nov 22nd

Light winds from W.E. and pleasant. steering S.W. at 3 P.M. the wind backed suddenly, to the southward in a heavy squall, reared sail. To double reefed main Topsail. Foretopmast, Fore, Main, and Mizzen stay sails, saw two sail both lying to, exchanged signals, with a Brazilian Brig.

From the Cape Herd

Thursday Nov 23rd 1854.

Strong gales from S. carrying double reefed
Main Topsail. Foretopmast. Fore. Main
and Mizzen Staysails. at 2 P.M. to in the
Fore stay sail. and set the Foresail.

Friday Nov 24th 1854.

Light winds from the Southwestern board and
pleasant. steering southeasterly by the wind.
with all sail set.

Lat by obs 33° 25' South.

Long by Chron 51° 19' West.

Saturday Nov 25th 1854.

Moderate breezes from W. S. and W. S. E.
and pleasant. steering S. with all drawing
sail set. at 2 P.M. strong breezes. at
about 4 P.M. saw sperm Whales after
ruining over them with the ship
at 6 P.M. landed the boats for
them but without success. at 7 P.M.
steered W. N. by the wind. at 11 P.M.
steered S. S. W. with fresh gales.

Lat by obs 35° 10' South.

Long by Chron 51° 10' West.

Sunday Nov 26th 1854.

Moderate breezes from the northwest and
western board, and pleasant. steering S. and
S. S. W. at 6 P.M. calm. at 10 P.M.
light winds from W. N. W.

Lat by Chron 36° 35' South

Long by Chron 51° 41' West.

Islands to Cape Horn.

Monday Nov 27th 1854.

Moderate winds from W. by W. to W. and pleasant, steering S. W. by S. with all sail set, at 9 P.M. strong breeze, took in the light sails, at 11 P.M. double reefed the Topsails, and hauled the Life and Mainsail.

Lat by obs $37^{\circ} 25'$ South.
Long by Chron $51^{\circ} 55'$ West.

Tuesday Nov 28th 1854.

Moderate breezes from S. S. E. and South, and pleasant, steering southeasterly by the wind at 10 A.M. spoke the Ship, Thomas, Wye of New Bedford. Capt. Smith, cutting a sperm whale, at 5 P.M. calm, at 9 P.M. fresh breeze from W. W. steering S. W. by S.

Lat by obs $38^{\circ} 25'$ South
Long by Chron $53^{\circ} 30'$ West.

Wednesday Nov 29th 1854.

Moderate breezes from W. W. to W. by W. and pleasant, steering S. S. W. with all sail set.

Lat by obs $40^{\circ} 30'$ South.
Long by Chron $54^{\circ} 58'$ West.

Thursday Nov 30th 1854.

Fresh gales from W. W. and pleasant, steering S. S. W. at 11 A.M. double reefed the Topsails. Rather some, about what the Gollys might say, doing, or thinking, about a Horn

Lat by obs $42^{\circ} 25'$ South.
Long by Chron $56^{\circ} 29'$ West.

From the Cape Verde

Friday Dec 1st 1854.

Strong breeze from N.W. and pleasant, steering S. S. W. with double reefed Topsails set, at 11 A.M. light air from W. S. W. steering S. by the wind, set whole Topsails, saw a Bark to windward. Latter part fresh breeze

Lat by obs 44° 33' South.

Long by Chron 58° 00' West.

Saturday Dec 2^d 1854.

Strong gale from W. S. W. reduced sail to double reefed Main Topsail and Foresail, at 5 A.M. calm, at 6 A.M. light wind from W. steering S. S. W. made all sails. Latter part fresh breeze from W. S. W. steering S. W. by S. N. E.

Lat by obs 46° 00' South.

Long by Chron 58° 46' West.

Sunday Dec 3^d 1854.

Strong gale from N.W. steering S. S. W. with close reefed Main Topsails, Fore Main and Mizzen Staysails set, at 3 P.M. set the Foresail, and close reefed Fore Topsail, about 11 P.M. the wind hauled to S. W. the ship heading S. S. E. at midnight main moderate.

Lat by obs 47° 32' South.

Long by Chron 60° 53' West.

Island to Cape Horn.

Monday Dec 4th 1854.

Strong gale, from S.W. Ship heading S.S.E. under short sail. at 4 A.M. wind S. steering W.S.W. at 6 A.M. moderate. Made all sail at 10 A.M. wind from S.W. to W.S.W. Tacked to the southward, double reefed the Topsails with fresh gale. at 9 P.M. strong gale the ship under very short sail.

Lat by obs 48° 18' South.

Long by Chron 61° 24' West.

Tuesday Dec 5th 1854.

Strong gale from S.W. with frequent and heavy squalls of hail. Ship heading south easterly by the wind. with close reefed main topsail. Fore topmast. Fore. main. and Mizzen Staysails set. at 8 P.M. very heavy squalls of hail. and rain. took in the main topsail. and wore ship to W. by W.

Lat by obs 49° 15' South.

Long by Chron 60° 56' West.

Wednesday Dec 6th 1854.

Strong gale from S.W. to W.S.W. with heavy squalls. of hail. at noon it began to moderate. at 5 P.M. had double reefed topsails. fore. and courses set. Ship heading northwesterly by the wind the most of the day.

Lat by obs 48° 28' South

Long by Chron 61° 51' West.

From the Cape Verde

Thursday Dec 7th 1854.

Moderate breeze from S. W. by W. and pleasant, steering S. by E. by the wind at 9 A.M. tacked to the westward. at 2 P.M. tacked to the southward again. at 11 P.M. wind W. with light rain. Ship heading S. S. W. with all sail set.

Lat by obs 48° 28' South.

Long by Chron 61° 51' West.

Friday Dec 8th 1854.

Fresh gale from S. S. W. and pleasant steering W. by the wind. at 9 P.M. light winds from E. S. W. tacked to the southward

Lat by obs 48° 12' South.

Long by Chron 62° 20' West

Saturday Dec 9th 1854.

Light winds from about S. W. and pleasant steering southeasterly by the wind. at 7 P.M. the wind veered gradually to W. S. W. steered S. S. W.

Lat by obs 49° 36' South

Long by Chron 63° 01' West.

Sunday Dec 10th 1854.

Light winds from W. S. W. steering S. S. W. at 8 A.M. wind S. W. at noon tacked ship to W. S. W. exchanged signals with a French Ship. at 4 P.M. tacked again to S. W. with the wind W.

Lat by obs 49° 50' South.

Long by Chron 63° 52' West.

Islands to Cape Horn.

Monday Dec 11th 1854.

Pleasant breeze from the western board and fine weather, steering southwesterly by the wind. A French Ship in sight on the weather quarter.

Lat by obs 51° 0' South,

Long by Chron 64° 18' West.

Tuesday Dec 12th 1854.

Fresh breeze from S.W. and pleasant. At 9 A.M. moderate breeze from S.W. to W. steering S. by E. a French Ship in sight on the lee quarter. Towards midnight wind W. by N.

Lat by obs 53° 00' South,

Long by Chron 64° 00' West.

Wednesday Dec 13th 1854.

Moderate breeze from W. by N. and pleasant steering S. by E. at 8 A.M. made Staten Land, bearing S. by E. at 8 A.M. saw a sail ahead, at noon Calm. Staten Land bearing W. by S. distant about 4 miles, we find a very strong current setting to the W. by S. saw a sail to the northward, at 5 P.M. Light wind, from W. by N. steering S. by W. saw three sail. at 8 P.M. Staten Land bore, about W. by S. distant by estimation 14 miles. This Land presents any thing but a prepossessing appearance, it is more than one half covered with snow, and yet it is summer.

Lat obs ———

The Vicinity of.

Thursday Dec 14th 1854.

Moderate breezes from N.E. and fair weather steering S. by W. at 5 P.M. the wind hauled suddenly to S.W. in a heavy squall, called all hands, and reduced sail, to close reefed main topsails and the storm staysails, at 9 P.M. moderated, set the fore topsail, lee, and courses, steering W. by W. at 11 P.M. wind W. hauled to S. Latter part strong gales from W. S.W. and S.W. stood upon different tacks.

Lat by obs 55° 30' South.

Long by Chron 68° 30' West.

Friday Dec 15th 1854.

Strong gales from S.W. and squally, at 8 P.M. saw Staten Land again bearing from N.W. to W. by W. distant about 25 miles two sail in sight to windward. at 3 P.M. moderate breezes from W. S.W. and at 4 P.M. very light air from the northwestern coast steering S. S.W. Staten Land in sight to the N.W. and two sail & sail to the S.W.

Saturday Dec 16th 1854.

Moderate breezes from N.W. steering S.W. and S.W. by W. with the land in sight to the N.W. at 5 P.M. strong gales from W. S.W. and squally, steering S by the wind saw two sail.

Lat by obs 56° ⁰⁰~~30~~ South.
Long by Chron 68° ⁰⁰~~30~~ West.

Cape Horn.

Sunday Dec 17th 1854.

Fresh gales from W. S. W. and squally, steering S. by the wind. Latter part moderate breezes from W. with squalls and rain, steering South-westing by the wind, with all prudent sail set, saw a King aster.

Lat by obs 56° 58' South.
Long by Chron 65° 52' West.

Monday Dec 18th 1854.

Light winds from W. W. W. to W. steering W. S. W. and sometimes S. W. by the wind with all sail set. saw a sail to wind-ward. at 10 A.M. very light air.

Lat by obs 57° 40' South.
Long by Chron 67° 01' West.

Tuesday Dec 19th 1854.

Very light air from the northwestern board and pleasant, steering W. S. W. and W. by S. Latter part fresh breezes, steered W. W. W.

Lat by obs 58° 28' South.
Long by Chron 68° 02' West.

Wednesday Dec 20th 1854.

Fresh breezes from S. W. steering W. W. W. at 7 A.M. calm. at 10 A.M. light air from W. W. W. steering W. by S. at noon pleasant breezes from W. at 4 P.M. fresh gales from E. W. E. with rain at 7 P.M. fresh from W. W. W. ship, heaving under short sail. at midnight strong gales, and squally,

Lat by obs 57° 50' South.
Long by Chron 68° 57' West.

From Cape Horn

Thursday Dec 21st 1854.

Strong gales from W. S. W. and S. W. with sleet
at 11 A.M. were ship to S. E. W. Latter
part wind W. by W. ship heading S. W.

Lat by obs 53° 40' South

Long by Chron 71° 17' West.

Friday Dec 22nd 1854.

Strong gales from W. W. steering W. S. W.
by the wind. Latter part strong gales and
squalls of hail from W. steering South
westerly. at 4 P.M. were ship to W. W. by W.

Lat by obs 58° 35' South.

Long by Chron 72° 48' West.

Saturday Dec 23rd 1854.

Light winds from the western board and
pleasant. Tacked ship several times.

at 8 P.M. light winds from S. E. W.
steering W. at midnight calm.

Lat by obs 58° 00' South

Long by Chron 72° 48' West.

Sunday Dec 24th 1854.

Calm. at 7 A.M. light air from S. E.
to E and pleasant. steering W. S. W. saw
a bark standing to the Eastward.
Latter part fresh breezes.

Lat by obs 57° 45' South

Long by Chron 73° 00' West.

To Vatakasano.

Monday Dec 25th 1854.

Strong gales from W. S. and raining, steering W. by W. at 2 P.M. wind hauled to W. W. and W. W. W. steered southerly by the wind.

Lat by obs $5^{\circ} 25'$ South.

Long by Chron $77^{\circ} 10'$ West

Tuesday Dec 26th 1854.

Light air from W. with squalls of rain steering S. S. W. by the wind at 2 P.M. Tachin Ship to W. W. W. at 11 P.M. pleasant breeze from S steering W. W.

Lat by obs $5^{\circ} 11'$ South

Long by Chron $78^{\circ} 43'$ West.

Wednesday Dec 27th 1854.

Pleasant breeze from S. steering W. W. at 10 A.M. light air from S. steering W. W. W. at 2 P.M. wind W. W. W. steered W. at about 5 P.M. strong gales and rain.

Lat by obs $5^{\circ} 58'$ South

Long by Chron $78^{\circ} 56'$ West.

Thursday Dec 28th

Strong gales from the W. W. W. and fair weather steering W. by the wind at 8 P.M. Wind W. W. W. were ship to W. S. W. with close reefed Topsails, and the storm stay Sails set.

Lat by obs $5^{\circ} 15'$ South

Long by Chron $79^{\circ} 37'$ West.

From Cape Horn

Friday Dec 29th 1854.

Strong gales from W. heading W. by W. with close reefed main topsail and the storm stay sails set. At 8 A.M. fresh gales from S.W. steering W. by W. Set whole topsails, Flying Jib and main topgallant sail. Set the port squally, steering W.

Lat by obs 54° 50' South
Long by Chron 79° 14' West.

Saturday Dec 30th 1854.

Fresh breezes from the western board and pleasant except an occasional. Steering northwesterly by the wind. Sailed two sail one of them steering about S.E. and the other W.

Lat by obs 52° 25' South
Long by Chron 79° 34' West.

Sunday Dec 31st 1854.

Pleasant breezes from W. to W. by E. and hazy weather, steering northwesterly by the wind. Sailed a ship to leeward at 4 P.M. Steered W. by W. with fresh gales, and rain from W. E. at 11 P.M. wind W. ship heading W. by W. and so ends this month and year. But what will another year bring about, how many us, who are now penned up in this little world, made by mortals, will be here together at the end of another year I will venture to say, not all, some may be dead others will, desert, and strangers will fill their places.

To Valparaiso.

By Monday Jan 1st 1855.

This year begining with moderate winds from E. and dull hazy weather, our ship heading W. N. W. with all sail set. But how many changes will there take place in the course of the year, not only in the winds, and weather, but with ourselves, how many of us, in the close of the year may be no more, or find our fondest hopes, sunk pathos deep, in the dark blue which now surrounds us, let those speak who live to see the year out, since the future is unknown to all, but him rules all here below. at 9 P.M. calm.

Lat by obs $50^{\circ} 12'$ South.

Long by Chron $82^{\circ} 15'$ West.

By Tuesday Jan 2nd 1855.

Calm, and fair weather, at 1 P.M. moderate breezes from S. stowed E. rigged and sent up the main royal yard and sail.

Lat by obs $48^{\circ} 58'$ South.

Long by Chron $81^{\circ} 07'$ West.

By Wednesday Jan 3rd 1855.

Fresh breezes from S.E. and E.S.E. and fair weather, steering E. by S. with all sail set. latter part wind baffling, from E. to S.

Saw the sail, to leeward.

From Cape Horn

Thursday Jan 4th 1855.

Fresh gale from E. S. to E. S. E. and fair weather. steering W. by E. saw a sail to leeward. latter part baffling winds.

Lat by obs 44° 23 South.
Long by Chron 77° 26 West.

Friday Jan 5th 1855.

Moderate winds from S. and S. S. E. and pleasant. steering W. by E. Spoke the Ship Cambria of Louis Riddens. Capt. Reese.

Lat by obs 42° 25 South.
Long by Chron 76° 04 West.

Saturday Jan 6th 1855.

Light winds from the northwestern board and pleasant steering northeasterly by the wind. at 5 P.M. wind W. steering W. Ship Cambria in sight on the beam.

Lat by obs 41° 28 South.
Long by Chron 74° 45 West.

Sunday Jan 7th 1855.

Light winds from W. ship heading E. by E. at 4 A.M. saw the Land (viz. the East Coast of Chili) bearing from W. by E. to E. distant by estimation 30 miles. at 6 A.M. fresh gale, heading W. W. by the wind. at 9 A.M. wind W. steered W. by W. The Ship Cambria about 2 miles distant on the weather quarter. about this time we raised

To Talcahuano,

Sperm Whales, were ship, and come aboard
and bawled for them, in the mean time the
came up, run over the school, and then
lowered her boats, chased the Whales until
noon, when we lost sight of them in
a heavy squall of wind and rain. at 1 1/2 P.M.



saw, and lowered for the Whales again
and chased them until 4 1/2 P.M.
without success, when we gave
them up. The Cambria's boats were also in
chase, but got nothing, at 6 P.M. moderate
breeze from S. The weather still rainy,
steering W. by N.

Monday Jan. 8th 1853.
Moderate breeze from S. and pleasant
except an occasional squall. at 10 A.M.
saw and lowered for Sperm Whales, the
ship Cambria being only a
few miles astern came up and
lowered her boats also, at 1 P.M. having
sniped, and galleyed the Whales, and
drove them out of sight to windward
we gave them up, came on board, and
steered W. by N. at 2 1/2 P.M. the Cambria
lowered her boats again for two other Whales
and struck one. at 4 P.M. she was
still fast to her Whale, which was carrying
them off quickly. Land in sight to the eastward
at 6 1/2 P.M. made the Island of Macha
in Lat 38.20 S. Long 74.01 W. bearing W. by N.
at midnight wore ship to the southward
and lay aboard.

From Cape Horn

Tuesday Jan 9th 1853.

Pleasant breeze from S.W. ship laying
aback. at 3 P.M. steered about W. with
all sail set. at 4 P.M. very light air from
W. S.W. at 8 P.M. calm and pleasant. as
in sight to windward. at noon the Island
of Mocha bore W. by W. distant 4 or 5 miles.
at 4 P.M. light air from S. steered W.
by W. at 6 P.M. the north part of Mocha
bore W. by S. distant 3 miles. at 9 P.M.
calm.

Wednesday Jan 10th 1853.

Calm and pleasant. at 4 P.M. light air
from the northward. steering W. by W.
by the wind. with all sail set. at 10
P.M. fresh breeze and squally. saw a
ship to windward. the land in sight to the
eastward. distant by estimation 30 miles.
at 2 P.M. the wind hauled suddenly
to S.W. with very heavy squalls. of wind
and rain. Split the main top mast
stay sail. wore ship and steered W. by
E. at 3 P.M. light baffling winds from
the western board and fair weather. steering
W. made nearly all sail again. the
most of it having been taken in during
the squally part of the day.

Lat by obs 33° 48' South,

To Talcahuano,

Thursday Jan 11th 1855.

Sight air from S.W. and pleasant, steering
W. by N. with all sail set, at noon at
Mary's Island bore E. by W. distant about
10 miles, saw a Brig to the westward
standing to the W. unbent the main
topmast stay sail, and bent a new one,
at 1 P.M. steered in for the Raps. (two
very conspicuous peaks, of Land, situated
near Talcahuano,) which is in clear
weather, an excellent Land mark for the
Mariner bound to this Port, at 6 1/2 P.
M. passed the Island of Carrakena, at
the mouth of Talcahuano Bay, and 9 miles
from the Town, at 10 P.M. came to
Anchor, about 2 miles from the Town, in
3 fms water mud bottom, clewed up the
sails and let them hang for the night.

Friday Jan 12th 1855.

Ship lying at Anchor, in the Bay near
Talcahuano, at 4 A.M. got under weigh
and stood in to the anchorage off the
Town, at 5 A.M. came Anchor again,
and in 5 fms water, mud bottom, furled
the sails, and made all snug.
And the Capt went on Shore, got
the Tackles, and broke out cask per
water &c, had considerable company
during the day, which was mostly from
the Shore, to look at the Ship, and see
what the Capt had to trade, we had some of
our own crew, however from other ships lying
in the harbor.

Laying at Valparaiso.

Saturday Jan 13th 1853.

Strong winds, and pleasant. Employed in filling our water casks on shore, and painting the ship's Bends. &c. in the evening 14 part of the crew go on shore.

Sunday Jan 14th 1853.

Strong breezes from the southward and pleasant, a part of the crew on shore.

Monday Jan 15th 1853.

Light winds from the northward and pleasant except a little fog in the morning. Took on board 75 bbls of water. One watch on liberty.

Tuesday Jan 16th 1853.

Four of our men missing this morning (viz. Charles, (a Westster), James Wood, Webster Rossy, and Joe King. Took on board about 70 bbls water. Had very clear, moderate weather.

Wednesday Jan 17th 1853.

Fine weather, one watch ashore. The remainder of the crew. Employed in ship.

Thursday Jan 18th 1853.

Clear weather. Took on board 20 sacks of Potatoes, and 5.000 lbs of Flour.

Laying at Valparaiso,

Friday Jan 19th 1853.

Another man, named Cushman, missing this morning, and another by the name of Rogers, and the Steward, got into the calaboose, while on liberty yesterday, got the ship all ready for sea.

Saturday Jan 20th 1853.

Calm pleasant weather, The ship ready for sea. The man was brought on board from the Calaboose, I also received King Katten on board as Hostetler, and Wm C. Windsor as seaman.

Sunday Jan 21st 1853.

Very light head wind, blowing from N. at 11 A.M. there being no chance to get to sea. The Mr. Ellen, Geo Lambert and myself went on shore.

Monday Jan 22^d 1853.

Light winds from the southward and pleasant, Geo Lambert missing, at 8 A.M. made all sail, took our anchor and stood out for sea, at 8 A.M. light air from W. N. W. and at noon thick fog, and calm. Ship drifting about the mouth of the Bay, at 8 P.M. pleasant breeze from S. E. W. steered W. by the wind. Saw a ship coming out of the Bay, and a ship, and Mark steering in.

Laying off and

Thursday Jan 23^d 1853.

Strong gale from S. steering W. S. W. by the wind, with double reefed Topsails, set, at 6 A.M. took in the Lir and Mainsail, saw a Ship standing to the E. S. E. at 2 P.M. wore Ship to E. S. E.

Lat by obs 36° 20' South.

Long by Chron 74° 12' West.

Friday

Wednesday Jan 24th 1853.

Breeze gale from S. and pleasant, steering E. S. E. by the wind, at 7 A.M. saw Ship Thomas Lloyd, of Ward Bedford, steering W. E. at 8 A.M. made the Land, at 9 A.M. wore Ship to W. S. W. and hauled aback, at 10 A.M. steers E. S. E. with pleasant breezes from S. S. W. at 2 P.M. were in the Mouth of Tatchuano Bay, and the Capt took a Boat, and Boat's Crew, and started for the Town, in hopes of catching some of the deserters, as soon as he was gone I bore forward heading W. with whole Topsails, set, at 4 P.M. Strong gale, double reefed the Topsails, and hauled the Mainsail at 10 wind S. Ship heading W. S. W. closed reefed the Topsails, and took in the Lir, and at 11 P.M. wore Ship heading E. S. E. called the watch, got relieved, and went below. This is the first watch that I have stood, since the first night I left home and I have not more than half stood this, having been on deck only to take in sail.

on at Lahuanu.

Thursday Jan 25th 1853.

Strong gale from S. and pleasant. at 4 P.M. moderate, at 8 P.M. pleasant breeze from S. S.W. Made all sail and stood E. by S. at 8 P.M. made the Land at noon hauled aback off the mouth of Lahuanu Bay, in wait for the Capt. at 1 P.M. the Capt. came on board bringing George Lambert, one of the deserters stood W. by N. by E. with all sail set, stowed the anchors, and unbent, and stowed away the cables. Found a man on board to day that does not belong to the ship. he of course smuggled himself on board and stowed away in port. he says he left the ship Briton of New Bedford. this man makes us 31 men on board all told.

Friday Jan 26th 1853.

To day we find ourselves, fairly clear of K.A. and its various troubles, once more, and my heart feels glad, to find it so. For to be constantly upon the watch to keep the men from leaving the ship, and governing drunken sailors is no easy task, while out here, with pleasant breeze from S. S.W. and fine weather, we have nothing to do but work all the time; and keep the ship, her course, W. by N. by E. and trim her numerous sails.

Lat by obs 34° 47' south,
Long by Chron 78° 15' West.

From Valcahuano

Saturday Jan 27th 1853.

Moderate breeze from S. E. W. and pleasant, steering W. by N. with all sail set, at 5 P.M. made the Island of Juan Fernandez in Lat 35° 45' S. Long 79° 00' W. bearing S. W. by W. distant by estimation 30 miles, at noon the Island bore S. by E. distant 2 miles, saw a Brig and a Ship,

Lat by obs 35° 41' South,

Long by Chron 78° 21' West,

Sunday Jan 28th 1853.

Moderate breeze from the southeastern board and pleasant, steering W. by N. with all sail set, saw one sail.

Lat by obs 31° 08' South,

Long by Chron 81° 20' West,

Monday Jan 29th 1853.

Moderate breeze from S. E. C. to C. S. E. and pleasant, steering about W.

Lat by obs 29° 40' South,

Long by Chron 84° 06' West,

Tuesday

Jan 30th 1853.

Moderate breeze from the southeastern board and pleasant, steering W. by S. with all sail set. ^{By} Katter cut his arm severely with his knife, and is laid up in consequence of it. rigged and set a Foretopmast Studding sail,

To Easter Island,

^{by} Wednesday Jan 31st 1853,

Moderate breeze, from the southeastern board and fair weather, steering W. by S. with all sail set, unbent the Foretop sail and bent another.

^{by} Thursday Feb 1st 1853,

Moderate breeze from, about E. S. E. and pleasant steering W. by S. with all sail set.

Lat by obs 28° 30 South,

Long by Chron 91° 10 West.

^{by} Friday Feb 2^d 1853,

Light baffling wind, from the Eastern board, with an occasional shower of rain at noon fresh breeze from E. steering W. by S. with all sail set. at 6 P.M. saw a sail to the N.W.

Lat by obs 28° 23 South,

Long by Chron 93° 22 West.

^{by} Saturday Feb 3^d 1853,

Pleasant breeze from E. and E. N. E. with an occasional squall, steering W. by S. with all sail set. I think Benj. Potter has got the small key, but there is no one board that will agree with, on account of its being so very light as not to have laid him up. The Captⁿ however has determined on giving the Ship a thorough cleansing the first fair day.

From Valparaiso

Sunday Feb 5th 1855.

Moderate breezes from E. and pleasant steering E. with all drawing sail set. Smoked ship.

Lat by obs $27^{\circ} 43'$ South.

Long by Chron $100^{\circ} 10'$ West.

Monday Feb 6th 1855.

Light winds from the eastward, and pleasant, steering W. by S. at noon light baffling winds from the southward, at 4 P.M. calm, at 11 P.M. light air from W. S. W. steering W. W. by the wind.

Lat by obs $27^{\circ} 30'$ South.

Long by Chron $101^{\circ} 20'$ West.

Moderate breezes from

Tuesday Feb 7th 1855.

Moderate breezes from the south-west board and pleasant, steering northwesterly by the wind, at 1 P.M. headed W. at 11 P.M. wind S. S. E. and squally, steered W. by S.

Lat by obs $27^{\circ} 20'$ South.

Long by Chron $103^{\circ} 12'$ West.

Wednesday Feb 8th 1855.

Light air from the southward and pleasant, steering W. S. W.

Lat by obs $26^{\circ} 12'$ South.

Long by Chron $105^{\circ} 20'$ West.

The ship had very little idle time, between hours of 8 A.M. and 4 P.M. being very busily employed in repairing the rigging and keeping things in general order.

To Easter Island.

by Thursday Feb 8th 1855.
Light airs from the Eastern board, and pleasant
steering S. W. by W. at noon calm, latter part
light variable winds, and squalls of rain.

Lat by obs 26° 14' South.

Long by Chron 106° 36' West.

by Friday Feb 9th 1855.

Moderate winds from E. by W. and pleasant,
steering W. S. W. with all sail set, at 6
P.M. fresh breezes steering W. by S.

Lat by obs 26° 50' South.

Long by Chron 107° 35' West.

by Saturday Feb 10th 1855.

Fresh breezes from E. by W. and squally, steering
W. by S. at 6 A.M. made Easter Island in
Lat 27° 08' S. Long 109° 40' W. bearing W. by S
distant about 20 miles, at 10 A.M. were close
in to the land, hauled aboard, being on the
South side of the Island, and the Capt and
second mate went in shore to trade with
the natives, at 1 P.M. they returned, having
obtained a few sweet Potatoes, and one ^{by} Fowl
at about 3 P.M. they went in again, and
returned about 6 P.M. with more sweet Pot-
atoes, a few Bananas, and a couple of Fowls
on this side of this Island. There is no landing
with a boat, consequently no one went on shore,
neither has the natives any description of boat,
but swim off, to such distance as a boat may
safely approach the shore, and bring with
them whatever they have to sell.

From Easter Island

^{the} This the natives are always prepared to do as the men go entirely naked, and Women wear only a small wreath of grass about the Loins, about 2 or 3 inches broad. The fact of their having no Boats, or canoes, is probably owing to the want of materials to construct them of, as we could see no kind of Tree or Shrub, except the Banana Tree, and sugar cane, neither of which is of the least use in the art of Ship Building. We found a good many the natives that wanted to go in the ship, and the Captⁿ took one of them. Made all sail and stood S.W. by the wind, with pleasant breezes from S.W. by W.

^{the} Sunday Feb 11th 1853.

Pleasant breezes from W. by W. and clear weather, steering S.W. by the wind, at 9 A.M. wind W. tacked ship to W. by W. at 11 A.M. wind W. tacked again to W. by W. at 2 P.M. wind W. by W. steering S.W. at 11 P.M. wind W. tacked ship to W. by W.

Lat by obs $27^{\circ} 58'$ South.
Long by Chron $113^{\circ} 58'$ West.

^{the} Monday Feb 12th 1853.

^{my} Clear breezes from W. by W. and squally, steering W. by the wind, at 7 P.M. wind W. by W. steering W. by W. at 10 P.M. wind hauled in a squall to S. by E. Latter end of the day wind very light.

to Strong's Island.

by
Tuesday Feb 13th 1853.

Light air from S.E. and squally, steering
E.N.W. at 5 A.M. moderate breeze and
pleasant, all drawing sail set.

Lat by obs 25° 25' South
Long by Chron 111° 47' West.

by
Wednesday Feb 14th 1853.

Moderate breeze from S.E. and pleasant,
steering E.N.W. with all drawing sail set.
Saw a sail to the northward.

Lat by obs 23° 38' South,
Long by Chron 112° 58' West.

by
Thursday Feb 15th 1853.

Moderate winds from S.E. by E. and
pleasant, steering E.N.W. with all pos-
sible sail set.

Lat by obs 21° 50' South,
Long by Chron 113° 36' West.

by
Friday Feb 16th 1853.

Moderate winds from E. S. E. and pleas-
ant, steering E.N.W. by W. with all draw-
ing sail set, and a plenty of work to do.

A person unacquainted with sea life,
might infer from the general language of
this Journal, that that Sailors have little
or nothing to do, but let me tell such that
a ship's rigging and sails is like a fashion-
able Lady's wardrobe, which constantly wants
some, fixing or altering, and besides the scrap-
ing, scrubbing, and swabbing of the ship's hull, taking
one hour's hard labour from all hands, each day.

Lat by obs 19° 58' S.
Long by Chron 115° 11' W.

From Easter Island

^{by} Saturday Feb 17th 1855.
Moderate winds from E. S. E. and E. and
pleasant. steering W. by N. with studding
sails out on both sides.

Lat by obs 18° 55' South,
Long by Chron 117° 30' West.

^{by} Sunday Feb 18th 1855.
Baffling winds from E. to N. and pleasant,
excepting a few showers of rain. steering
W. by N. with all drawing sail set.

Lat by obs 18° 15' South,
Long by Chron 119° 03' West.

^{by} Monday Feb 19th 1855.
Fresh blowing squally, with brisk rain
from E. to N. E. S. E. at 5 P.M. pleasant
breeze from N. E. and fair weather. steering
W. by N. with all drawing sail set.

Lat by obs 17° 31' South.

^{by} Tuesday Feb 20th 1855.
Moderate breeze from N. E. to E. by N. and
pleasant. steering W. by N. with all
possible sail set. Every thing goes on
very agreeable. The weather however is
getting to be very warm. and is daily
growing still warmer, as we approach
the sun, and Equatorial line.

Lat by obs 16° 40' South,
Long by Chron 124° 04' West.

to Strong's Island.

Wednesday Feb 21st 1855.

Moderate breeze from E. and pleasant, steering W. by N. with all drawing sail set.

Lat by obs 15° 58' South
Long by Chron 126° 45' West

Thursday Feb 22^d 1855.

Moderate breeze from E. and pleasant, steering W. by N. with all drawing sail set.

Lat by obs 15° 25' South,
Long by Chron 129° 16' West.

Friday Feb 23^d 1855.

Moderate winds from E. very merry, and pleasant, steering W. by N. with all drawing sail set.

Lat by obs 14° 58' South,
Long by Chron 132° 14' West.

Saturday Feb 24th 1855.

Moderate breezes from about E. and pleasant, steering W. by N. to W. N. W. with all sail set.

Lat by obs 14° 00' South,
Long by Chron 133° 38' West.

Sunday Feb 25th 1855.

Moderate breezes from E. and pleasant, steering W. by N. with all sail set. Heaved up at place and along a Hammock in the main Hatch way, for a seaman by the name of Tompkins, who is complaining of something very much like the symptoms of the small pox.

Lat by obs 13° 35' South,
Long by Chron 135° 38' South.

From Easter Island

Monday Feb 26th 1853.
Moderate winds from E. and Showery.
steering W. by W. with all possible sail
set. W. & E. M. pleasant, and very
warm. The Thermometer standing
at 100 degrees in the shade.

Lat by obs 13° 06 South,
Long by Chron 137° 33 West.

Tuesday Feb 27th 1853.
Moderate breezes from E. by E. and pleasant.
steering W. by W. with all sail set.
Lat by obs 12° 35 South,
Long by Chron 139° 33 West.

Wednesday Feb 28th 1853.
Moderate winds from E. and pleasant.
steering W. by W. with all sail set.
Lat by obs 12° 06 South,
Long by Chron 141° 17 West.

Thursday March 1st 1853.
Moderate winds from E. and pleasant.
steering W. by W. & W. with all drawing
sail set.

Lat by obs 11° 36 South,
Long by Chron 143° 24 West.

All hands praying for a strong breeze
that we may the sooner get out of these
hot latitudes, where the Thermometer
falls to no less than 105 and 110 degrees
and in the heat of the day rises to 130, and
126 degrees by Fahrenheit's scale.

To Strong's Island,

Friday March 2nd 1855.

Moderate breezes from N.W. E. and pleasant, steering W. by N. with all drawing sail set,

Lat by obs 10° 40' South,
Long by Chron 145° 35' West.

Saturday March 3rd 1855.

Moderate winds from E. very nearly and pleasant, steering W. N.W. and W. by N. with all possible sail set.

Sunday March 4th 1855.

Light heaving winds from the Eastern board with an occasional shower, steering W. by N. with all sail set, at 5 P.M. pleasant and very warm, the Thermometer, up to 126 degrees.

Lat by obs 9° 40' South,
Long by Chron 149° 06' West.

Monday March 5th 1855.

Light winds from N.E. and N.W. E. and pleasant, steering W. and W. N.W. with all sail set.

Lat by obs 9° 11' South,

Tuesday March 6th 1855.

Light winds from the northeastern board, and pleasant steering W. and W. N.W. with all sail. lowered fur. and struck a black fish, but lost it.

All hands praying for more wind, to carry us out of these latitudes.

From Easter Island

Wednesday March 7th 1855.

Pleasant breeze from W. or W. S. and fine weather. steering W. or W. with all sail set.

Lat by obs 7° 40 South.

Long by Chron 152° 50 West.

Thursday March 8th 1855.

Moderate breeze from W. S. and pleasant. steering W. or W. with all possible sail set.

Lat by obs 8° 45 South.

Long by Chron 153° 06 West.

Friday March 9th 1855.

Moderate breeze from W. S. and pleasant. steering W. or W. with all possible sail set.

Lat by obs 5° 30 South.

Long by Chron 158° 04 West.

Saturday March 10th 1855.

Pleasant breeze from S. or S. E. and fine weather steering W. or W. with all sail set.

Lat by obs 4° 10 South.

Long by Chron 161° 02 West.

Sunday March 11th 1855.

Moderate breeze from about S. E. or E. steering W. or W. with all sail set, all hands loafing about decks, or reading novels, as is of a pleasant Sunday in warm weather, one only of the whole ship's company have I seen with his Bible to day.

Lat by obs 3° 30 South.

Long by Chron 163° 22 West.

To Strong's Island.

Monday March 12th 1855.

Moderate winds from E. N. E. and pleasant, steering W. N. W. with all sail set.

Lat by obs 2° 11' South,
Long by Chron 165° 48' West.

Tuesday

March 13th 1855.

Light winds from E. N. E. and pleasant, steering W. with all drawing sail set.

Lat by obs 1° 35' South,
Long by Chron 168° 17' West.

Wednesday

March 14th 1855.

Light winds from E. N. E. and pleasant, steering W. by W. with all drawing sail set.

Employed in setting up the Head Sails, under the Captain's superintendence at 5 P.M. Lord Set Brentline fell over board, luffed the ship slack and picked him up, and steered on our course again.

Lat by obs 1° 25' South,
Long by Chron 170° 39' West.

Thursday March 15th 1855.

Light baffling winds from the eastern board, and pleasant, steering W. N. W. with all possible sail set.

Lat by obs 1° 16' South,
Long by Chron 172° 00' West.

Although I have a plenty to do
Time passes heavily on my hands.

From Easter Island

Friday March 16th 1855.

Light airs from the S. E. and E. and pleasant. steering W. by W. with all sail set.

Lat by obs 00° 37' South.
Long by Chron 173° 52' West.

Saturday March 17th 1855.

Moderate winds from E. and pleasant. steering W. by W. with all sail set.

Lat by obs 00° 00'
Long by Chron 175° 39' West.

Sunday March 18th 1855.

Light winds from about E. S. E. and pleasant. steering W. by W. with all sail set.

Lat by obs 00° 45' North.
Long by Chron 177° 28' West.

Monday March 19th 1855.

Light winds from about E. and pleasant. steering W. by W. and W. with all drawing sail set.

Lat by obs 1° 25' North.
Long by Chron 179° 05' West.

Tuesday March 20th 1855.

Light winds from E. and pleasant. steering W. by W. with all sail set. Latter part light baffling winds from the northward. and hazy weather.

To Strong's Island.

Wednesday March 21st 1855.

Very light baffling winds from the northward and hazy weather. Steering W. W. by W. with all sail set.

Lat by obs 3. 15 North.
Long by Chron 178. 14 East.

Thursday March 22^d 1855.

Squally weather. Latter part moderate breeze from E. to S. E. and fair weather. Steering W. W. with all sail set.

Lat by obs 4. 36 North.
Long by Chron 178. 14 East.

Friday March 24th 1855.

Moderate breeze from the southeastern board and squally. Carried away one of the main topgallant studding sail booms. Latter part pleasant. Steered W. W. by W. with all sail set.

Saturday March 25th 1855.

Moderate breeze from S. E. and E. S. E. and pleasant. Steering W. W. and W. with all possible sail set.

Lat by obs 5. 10 North.
Long by Chron 172. 45 East.

Sunday March 26th 1855.

Moderate winds from E. and pleasant. Steering W. S. W. with all sail set.

Lat by obs 5. 00 North.
Long by Chron 171. 36 East.

From Easter Island.

by Tuesday 27th 1855.

Light winds from E. by N. and pleasant. steering W. by S. with all sail set.

Lat by obs 4° 51' North.

Long by Chron 169° 24' East.

by Wednesday March 28th 1855.

First part baffling winds, and squally. Latter part fresh breeze, from the northward and pleasant. steering W. S. W. and W. with all sail set. ~~at noon~~

by Thursday March 29th 1855.

Calm rainy weather; at 6 P.M. light baffling winds, and squalls. steered W. by S. with nearly all sail set.

Lat by obs 4° 55' North.

Long by Chron 167° 00' East.

by Friday March 30th 1855.

Light airs from E. and E. by N. W. and pleasant. steering W. by S. at 9 P.M. baffling winds, and squalls.

Lat by obs 5° 04' North.

Long by Chron 165° 57' East.

Saturday March 31st 1855.

Light airs from E. and pleasant. steering W. with all sail set. Employed in altering the clew mizen, and fiff topsail.

Lat by obs 5° 20' North.

Long by Chron 164° 23' East.

To Strong's Island.

Sunday Apr 1st 1855

Pleasant breeze from E. by S. and fine weather steering W. by S. with all sail set, at 1 P.M. shortened sail and hauled aback, towards daylight kept the ship off to her course again, at 5 P.M. made Strong's Island in sight bearing W. by S. distant by estimation 10 miles, at 7 P.M. hauled aback, close in to windward of the Island, and the Captain went on shore to get a Pilot to take the ship into the South Harbor, in the mean time I cast loose the anchors, and hauled up and bent the cable, at 9 P.M. the Captain returned and kept the ship off for the South Harbor, at 11 P.M. hauled aback off South Harbor, and the Capt went in with his Boat for the Pilot, and returned with him about noon, and stood in for the Harbor, at 4 P.M. in going into the Harbor, we fell on to the reef to leeward, but were off again very shortly, without receiving any injury, at 4 P.M. got the ship anchored according to the Pilot's instructions, and he left the ship, at 5 P.M. the Capt went on shore, at 7 P.M. heavy squalls from E. by S. at 8 P.M. heavy squalls from S. by E. which dragged the ship with both anchors down

Strong's Island.

and swung her broadside on to the reef, in this situation we lay until about midnight, when the squally having cleared off and a light spring up from the northward, we succeeded in getting her off. in the mean time our rudder had been carried away. the Wheel, and Tiller broke to pieces, and the Ship's Bottom probably, badly chafed, although she leaks none as yet. The Capt returned on board, about 11 P.M. which was as soon, as he could get on board on account of the weather.

Monday Apr 2^d 1855.

Calm, and fair weather. at 5 A.M. fresh breeze, and pleasant. Took our rudder on deck, found the Rinses all broke off and the whole Fabric badly smashed up. at 10 A.M. the Capt having sounded over the Harbor, and surveyed out a situation for the Ship, he left me to put her there, while he went up to the weather Harbor, to see what he could get, to repair the rudder with, (something to make Rinses of in particular) as a Ship was lost at the weather Harbor, some time since. we have hopes that something has been saved that will answer the purpose. at 6 P.M. got the Ship into a good berth, with $1\frac{1}{4}$ fath water, mud Bottom.

Strong's Island.

by
Tuesday Apr 3rd 1855.

Calm bary weather, at 6 P.M. fresh squally from the southward, with heavy rain, at 11 A.M. the Captⁿ returned, and brought with him two old Iron knees, and a few bolts. The Mission also came down with him, at noon light air from S. S. E. with an occasional squall. Employed in repairing the rudder, at 2 P.M. the Missionary, Mr Snow, left us, but returned again in the evening to spend the night on board.

by
Wednesday Apr 4th 1855.

light winds and pleasant. Employed in repairing the rudder, and wheel and scouring the Forest, to find a stick to make a Tiller. This we succeeded in finding and getting on board towards night, at 10 A.M. the Captⁿ took the Blacksmith and his kit and went up to the Harbor, both to profit by the assistance of a Blacksmith that lives, and by the use of his Forge which is larger than ours, and the Missionary returned with him.

by
Thursday Apr 5th 1855.

Fair weather all this day. Employed in repairing the wheel, making a new Tiller, and making rudder Pintles. The Blacksmithing is going on at the weather Harbor, and superintended by the Captⁿ.

Strong's Island,

Friday Apr 6th 1855.
Fresh trade with occasional squalls
of rain. Employed in making a tiller
got one rudder pin^{ts}le ready to go on
to the rudder, we also took on board
50 bbls of fresh water, and 500 Rumphia

Saturday Apr 7th 1855.
Employed in repairing the rudder,
and getting wood and water.

Sunday Apr 8th 1855.
Pleasant weather Employed in repair
ing the rudder, and getting wood and
water, finished the repairs on the
rudder and it ready to start.

Monday Apr 9th 1855.
Pleasant trade winds, and fine weather
but it being the day that we keep as
the Sabbath, of course we lay by
our work, and rest. Mr Morgan
the second officer, and myself, took
a boat and went up to the weather
harbor, and took dinner with the
missionary, and tea with Mr Corbett
the Pilot at this place, we also paid
the King a short visit, and looked
and looked about the Harbor a little
in short we spent the day very pleas-
antly, and got back to our ship,
about 8 P.M.

Departure from Strong's Island.

by
Tuesday Apr 10th 1855.

Calm, and Pleasant. Employed in hanging the Rudder, and getting Wood, and Water
At 8 P.M. squally with heavy rain,

by
Wednesday Apr 11th 1855.

Squally weather, At 7 A.M. very light air from the southward and heavy weather
the Ship ready for sea, and laying only for a favorable wind to get out of the Harbor. At noon baffling winds, and rain. At 6 P.M. fair weather, but no wind,

by
Thursday Apr 12th 1855.

Pleasant weather, At 5 A.M. very light air blowing out of the Harbor. Turned up the Men, and hove up the Anchor, made sail, and out of the Harbor, with the Boats ahead towing to speed her progress. At 7 A.M. had an offering of about 14 miles. Took up the Boats and got Breakfast, steering off shore. At 10 A.M. calm, but having a sufficient offing, we stowed the Anchors, and unlaid the cables, and stowed them below. Latter part very light air from the Eastward by spells, but calm the most of the time, steered S. W. by W. when there was wind enough to so so. At 7 P.M. Strong's Island bore W. distant 6 miles,

Return to

Friday Apr 13th 1855.

Light air from N.E. with occasional squalls of rain. at noon Strong's Island bore E. N.E. distant about 10 miles. latter part fair weather. Steering N.W. by W. with all sail set. and the ship's leak increasing moderately.

Lat by obs 5° 30' North
Long by Chron 162° 58' East.

Saturday Apr 14th 1855.

Light air from the N.E. and pleasant. Steering N.W. by W. with all sail set. at 3 P.M. pleasant breeze. at 5 P.M. very light air again. at 8 P.M. started the Pump, and it took 1000 strokes to free the ship. This was the leaking of only 12 hours, and it is twice as much as she leaked in the 24 hours preceding the last 12 hours. and shows a somewhat rapid increase. and knowing how bad the ship's is damaged. by her going on to the reef, at Strong's Island. I hardly need say that it gives us all much uneasiness. at 7 P.M. the Capt called for myself and the second, and third officers. to go below with him. where the question of what we should do. or where we should go was discussed. all however were of about the mind. and that was. that we should return to Strong's Island. discharge the cargo. and heave down the ship. and

Strong's Island.

if possible repair the ship, so as to be safe to go on with the voyage, and if not try to put her in a condition to reach some other port, where proper repairs can be made. having settled the matter, we proceeded at 8 A.M. to wear ship and stand back for the land, at 10 A.M. made the land, bearing E. S. E. at noon pumped ship, and got rising 900 strokes, the leak having doubled since 6 1/2 o'clock this morning, at this time light winds from E. S. E. steering E. by the wind, with all sail set, and pumping ship every two hours, and the leak rapidly increasing, the whole leak of the day, partly by my own counting, and partly, as given to me by the watch heeds, amounted to 6,100 strokes.

Sunday Apr 15th 1853.

Light airs from the northward and pleasant, steering E. and E. by S. at 5 A.M. were about 8 miles to the E. S. E. of Strong's Island, Cast loose the anchors, and hauled up, and bent the cables, at 6 1/2 A.M. kept the ship off for the weather Harbor, with pleasant breeze from E. S. E. at about 2 miles from the land we took a pilot and stood in, at 8 1/2 A.M. came to anchor, in 9 fms water, mud bottom, unbent all the sails, and stowed them below at noon light airs and rain. Employed with a good spell at both pumps every two hours,

Strong's Island.

Monday Apr 16th 1855.
Fair weather, excepting two or three showers.
Employed in discharging the cargo, and
were well supplied with help by the
King, and his Chiefs.

Tuesday Apr 17th 1855.
At 5 A.M. took the Anchor, and hauled
into the Dock, it having been put in
readiness by the Native Authorities, at
8 A.M. had every thing in readiness to
proceed in discharging the ship, and
were well assisted by the Natives,
both in getting out the Cargo and
pumping, there being no inconsiderable
part of the work. had fine weather
during the day, but it was quite rainy
through the night.

Wednesday Apr 18th 1855.
The weather has been quite fair to
day, and the most of the men, moved
their things on shore preparatory to
heaving down the ship. Finished
discharging the cargo, and made some
preparations for heaving down.

Thursday Apr 19th 1855.
Employed in ^{setting} the small things on
shore, and setting spiles to heave
down by, and in getting our own things
up to our temporary lodgings at the King's
House, we also got our cooking stove and
table service on shore.

Strong's Island.

Friday Apr 20th 1855.

Rather unfavorable weather the most of the day, however it was not so bad but that we carried on our work, at 8 AM. hove the ship down, and found her bottom chafed then any of us had anticipated, one place was completely crushed to splinters, and several others nearly cut through, and a space of about 25 ft in length, and from 10 to 12 feet in breadth, intirely shorn of Copper and Sheathing, and the plank badly chafed, besides this she is considerably crushed up from the stern along foreward for about $\frac{1}{4}$ its length, but we concluded that we could repair her suitably to go over the this season, and accordingly we commenced operations.

Saturday Apr 21st 1855.

Employed in repairing the ship's bottom but our work was somewhat obstructed by rainy weather, however we got in three new pieces of plank, and done some calking.

Sunday Apr 22^d 1855.

With the exception of a few showers we had a fine day, attended divine service at the Missionary's House

Strong's Island.

Monday Apr 23rd 1855.
Pleasant all this day. Employed in repairing the ship. got a keft of fresh water for use &c.

Tuesday Apr 24th 1855.
Very fine weather all this day. Employed in repairing the ship. and got along nicely.

Wednesday Apr 25th 1855.
Had very fine weather to day. until 4 P.M. when it came on to rain. and when it rains in this place, its seldom we have the observer any doubts as to the fact. were employed in repairing the ship. finished and were righting her up, when it came on to rain. That is we have done all that it is possible for us to do here, but we feel confident that she is in a suitable condition to go the season.

Thursday Apr 26th 1855.
Showery weather. Employed in putting the cargo on board again.

Friday Apr 27th 1855.
Passing fair weather, all day. Employed in putting our cargo on board again and are greatly assisted by the water.

Strong's Island.

Saturday Apr 28th 1853.

Rather showery, the most of the day. Employed in getting the cargo on board again. I got slightly hurt to day by a barrel of provision, but kept around as yet. The ship leaks a little.

Sunday Apr 29th 1853.

Fair weather all this day, but it has been a dull one to me, being so lame that I can only move with great pain. The Capt and second mate went to meeting at the Missionary's, and also a part of the crew.

Monday Apr 30th 1853.

First part of the day was quite pleasant. Latter part showery. Employed in getting the cargo on board, move our cooking apparatus on board again &c. But I am so lame myself, that I have not attempted to do the best thing.

Tuesday May 1st 1853.

Fair weather all this day. Employed in getting fresh water on board, and some of the small trash, I find myself much better to day, and am able to get about. Considerable with the assistance of a cane.

Our second Departure

Wednesday May 2nd 1853.

Pleasant throughout the day, and raining during the night. Employed in getting fresh water on board, and sending up the Hoop, Gallant, Mast, and Yard.

Thursday May 3rd 1853.

Fair weather Employed in getting the Cargo on board, and bending sails.

Friday May 4th 1853.

Mt squally weather. Employed in getting the last Cargo on board. Hoisting the Mizen, and bent the remainder of the sails. at 4 P.M. had every thing on board and in its place. Took in the Staging, and at 5 P.M. hauled off from the Dock, and anchored in 9 fms water all ready for sea.

Saturday May 5th 1853.

Calm, and pleasant. at 5 A.M. weighed anchor, and began towing the Ships out to sea, and in addition to our own Boats we were assisted with three by the Natives. at 7 A.M. light airs from the westward which were fair, made all drawing sail, at 8 A.M. had a fair offing, took up the Boats, at 9 A.M. the Pilot and Natives, returned to the Land. Steered W.W.C. with light winds from W.W. at 11 A.M. light

From Strong's Island.

winds from W. lashed ship to W. W. stowed the anchors, and unbent the cables, and stowed them below, at noon Strong's Island bore S. W. distant 8 miles, moderate breeze at this time from W by E. and all possible set on the ship, at 6 P.M. Strong's Island bore S. E. distant by estimation 20 miles, and happy am I to see it so far off, and why, simply because it has been the scene of very much trouble, vexation, and delay to us and our ship is not in the perfect good order that she was before we arrived there, however Strong's Island is not a bad place for a ship to go to for wood and water, but on the contrary is very good, since wood is very cheap, and the water quite easy to get, and the weather harbor is one of the finest in the world, when once into, the going into this harbor is very easy too, but the getting out is sometimes a little difficult, as the Trade winds blow directly in the entrance which is not more than 500 feet wide, however, it is very frequently calm here in the morning, when a ship can easily tow out, and on almost every full and change of the moon, there is a chance to sail out with a fair wind

From Strong's Island to

Sunday May 6th 1853.

Moderate breeze from E. and pleasant
steering E. W. by W. with all sail set.
Left by obs 6^h 30 North.
Long by Chron 162^h 19 East.

Monday May 7th 1853.

Fresh breeze from the southeastern
board, with frequent squalls, and rain.
Split the fore topmast studding sail.

Tuesday May 8th 1853.

Fresh breeze from E. N. E. and pleas-
ant steering E. W. by W. and W. N. W.
Left by obs 9^h 30 North
Long by Chron 159^h 34 East.

Wednesday May 9th 1853.

Fresh breeze from E. N. E. very nearly,
and pleasant. Steering E. W. by W. and
W. N. W. with all sail set.

Left by obs 11^h 20 North
Long by Chron 155^h 42 East.

Thursday May 10th 1853.

Fresh breeze from E. N. E. and pleasant
steering W. N. W. with all possible
sail set. I find by pumping the
ship at regular intervals, of two
days time, that she leaks 50 strokes
in 24 hours.

Left by obs 12^h 54 North
Long by Chron 153^h 04 East.

The Japan Sea.

Friday May 11th 1855.

Be
Fresh breeze from E. by E. and fine weather, steering W. by W. and W. by W. with all sail set.

Set by obs $13^{\circ} 48'$ North
Long by Chron $150^{\circ} 09'$ East.

Saturday May 12th 1855.

Be
Fresh breeze from E. by E. and pleasant steering W. by W. with all sail set. At 4 A.M. passed the Island of Sipan leaving it to the southward, at 7 A.M. the northeastern part of the Island bore E. S. E. distant 15 miles.

Set by obs $14^{\circ} 30'$ North
Long by Chron $147^{\circ} 20'$ East.

Sunday May 13th 1855.

Be
Fresh breeze from E. by E. and pleasant. steering W. by W. with all sail set.

Set by obs $15^{\circ} 30'$ North
Long by Chron $144^{\circ} 25'$ East.

Monday May 14th 1855.

Pleasant breeze from E. by E. and fine weather, steering W. by W. with all sail set. We have been very busy, since we left Strong's Island, in putting Boats, and Whaling apparatus in order, setting up the rigging, and repairing the sails.

Set by obs $16^{\circ} 05'$ North
Long by Chron $141^{\circ} 10'$ East.

From Strong's Island,

Tuesday May 15th 1855.
Fresh breeze from East, and pleasant,
steering W. by N. with all sail set.
Lat by obs 17° 05' North.
Long by Chron 138° 24' East.

Wednesday May 16th 1855.
Fresh breeze, from E. by E. and pleasant,
steering W. by N. at 5 P.M. steered
W. with every sail extended to the hulk.
Lat by obs 18° 00' North.
Long by Chron 135° 19' East.

Thursday May 17th 1855.
Fresh breeze from E. by E. and pleasant,
steering W. with all possible sail set,
at 7 P.M. wind S. E. by E.
Lat by obs 20° 00' North.
Long by Chron 133° 25' East.

Friday May 18th 1855.
Moderate breeze from S. E. by E. and
very pleasant. steering W. with all sail
set.
Lat by obs 22° 00' North.
Long by Chron 131° 34' East.

Saturday May 19th 1855.
Light winds from S. E. by E. to S. E.
by S. and very pleasant. steering W.
with all sail set.
Lat by obs 23° 00' North.
Long by Chron 129° 34' East.

To the Japan Sea.

Sunday May 20th 1855.

Light wind from the southeastern bore and very pleasant. Steering W. and W. by W.

Lat by obs $23^{\circ} 12'$ North.

Long by Chron $127^{\circ} 23'$ East.

Monday May 21st 1855.

Light air from the southward and pleasant. steering W. by W. with all sail set

Lat by obs $24^{\circ} 45'$ North

Long by Chron $126^{\circ} 56'$ East.

Tuesday May 22nd 1855.

Light air from the southward and pleasant. steering W. by W. at 5 A.M. fresh breeze from S.W. at 5 P.M. saw two Islands, one of which was small, and bore W. by E. distant 25 miles, the other was of quite large and bore W. distant about 20 miles. passed to the westward of the latter within a few miles. saw three or four flocks at anchor in shore.

at 11 P.M. passed another small Island or Clump of Rocks, within 12 or 15 miles. at noon the largest of these Islands, bore S by E. distant by estimation 25 miles. I do not know the names of these Islands, and being in disgrace, or feeling myself so just at this time, I have no intercourse with Charts to ascertain

at 3 P.M. } Lat $26^{\circ} 46'$ North
 } Long $128^{\circ} 47'$ East.

From Strong's Island. to the Japan

Wednesday May 23rd 1853.

Fresh breeze from the south-western
board and pleasant. steering W. at
noon heavy weather. Latter part of
the day, wind from the north-western
board, steer north-easterly by the wind

Lat by act 30° 00' north
Long by act 126° 55' East.

Thursday May 24th 1853.

Light air from the north-eastern board, and
pleasant, steering North-easterly by the wind,
at 10 A.M. made the Casses' Carr, bearing
W. W. C. distant 35 miles by estimation.
At 4 P.M. nearly calm, at 6 P.M. the Casses'
Carr bore W. W. C. distant 15 miles or
thereabouts, very thick to the S.W.

Lat by obs 31° 35' North.
Long by obs 128° 11' East.



Casses' Carr bearing W. W. C. distant 15 miles

Friday May 25th

Light winds from the north-eastern board
and pleasant, steering W. W. W. by the wind. at
9 A.M. wind about S.E. steer W. at noon
heavy weather. Casses' Carr, Gotten Island
and two Boats in sight to the starboard
board. Latter part wind from the southward.
at 5 P.M. showery. At 8 P.M. wind S.
and weather pleasant.

Sea, Straits of Corea,

Saturday May 26th 1853.

Moderate breeze from the southward, with thick fog, and rain, steering E. and E. by S. at 4 P.M. Steered E. by S. at noon changed by the wind heading S. under easy sail, with, the wind, S. S. W. at 4 P.M. S. W. and W. S. W. wore ship to the southward, the weather still thick, and raining, at midnight fair weather

Sunday May 27th 1853.

Light breeze from the western board and fair weather, steering about E. by S. at 5 A.M. were in the entrance (south end) of Corea's Straits and within 8 or 10 miles of the Tatar Coast. The Island of Usuruma, also in sight on the starboard Bow, distant by estimation 15 miles. Made all sail with light breeze, from E. W. at 6 A.M. passed a small Island or Rock, within two or three miles, at 10 A.M. light baffling winds, and calm spells, at 2 P.M. light breeze from the southeastern board and clear and, at 6 P.M. wind from S. W. and light, the Land in sight on both Beams.

Cruising in the Japan Sea.

Monday May 28th 1853.
Moderate breeze from the south-western
board and pleasant. steering S. by E. 20
and E. by S. with. all sail several
Humpback Whales.

Lat by obs 36. 20 North.
Long by Chron 138. 57 East.

Tuesday May 29th 1853.
Moderate breeze from the southward
and fine weather. steering S. by E. and
4 A.M. made Beagle's Island bear-
ing S. by E. steered S. by E. and 9 A.M.
passed it. at 8 A.M. steered to the
Eastward. at 4 P.M. lowered the
Boat and caught an eel and fish.

Wednesday May 30th 1853.
Moderate breeze from the southward and
pleasant steering S. by E. with all sail set
Lat by obs 38. 18 North.
Long by Chron 138. 56 East.

Thursday May 31st 1853.
Moderate breeze from the southward
and pleasant steering S. by E. with
all sail set. at 4 P.M. lowered
three Boats for a school of Hailers
which turned out to be Cow Fish.
saw two Sulphur Bottom Whales
during the day.

Lat by obs 39. 00 North
Long by Chron 138. 24 East.

Cruising in the Japan Sea.

Friday June 1st 1855.

Very light breeze from the East ten knots and fine weather steering north-easterly by the wind. Saw one Fin Back Whale, and two Hump Backs, these Whales are often seen from 25. to 30 feet in length.



Lat by obs 39° 33' North
Long by Chron 136° 52'

Saturday June 2^d 1855.

Light breeze from the Eastern board and fine weather steering north-easterly by the wind. at 4 1/2 P.M. lowered for the first



lighted Whale that we have seen the voyage. The Capt. went ahead (having one of Green's Whaling gun in his boat.) and went on to the Whale. The gun missed fire, but he struck him with a hand Harpoon. The line however soon got cut, and the Whale started off. We chased it until noon and then gave it up.

Lat by obs 40° 28' North
Long by Chron 137° 14' East.

Sunday June 3^d 1855.

Fresh breeze from the E. S. E. and heavy weather. at 11 A.M. rainy weather steering W. W. Saw one solitary Fin Back Whale. at 3 P.M. shortened sail to double reefed main topsail, and fore topmast stay sail and stowed W. by W. with plenty of rain.

Cruising in the Japan Sea.

Monday June 4th 1853.

Moderate winds from the southward and cloudy weather. at 8 A.M. thick fog. at 10 A.M. pleasant. at 1 P.M. foggy again, and held so until about 6 P.M. when it cleared off again. Steered W. with nearly all sail set. at 9 P.M. thick fog again.

Lat by Obs 42. 00 North.

Long by Obs 134. 45 East.

Tuesday June 5th 1853.

Light winds from E. very nearly. and foggy about three fourths of the time. Steered W. and W. by W. saw one Fin Back Whale. at 6 P.M. Steered E. by the wind.

Lat by account 42. 05 North.

Long by account 132. 30 East.

Wednesday June 6th 1853.

Light winds from E. and E. by E. and rainy weather steering by the wind sometimes on one tack, and at other times on the opposite one. at 5 A.M. thick fog. at 6 A.M. fresh breeze, from E. by E. took in the light sails. Steered S. by the wind. at 8 A.M. wind E. by E. Steered E. by E. at noon light winds. at 8 P.M. baffling winds and squally.

Cruising in the Japan Sea.

by
Thursday June 7th 1855.

Raffling winds, with fresh squalls, and thick fog, at 5 A.M. moderate breeze from the southeasterly board, steering northeasterly by the wind at 9 A.M. the fog cleared off and it set in to rain, at 11 A.M. saw two Right Whales going very fast to the E. S. E. did not lower the boats for them, at 2 P.M. clear weather, at 3 P.M. fresh gale from the northeasterly board with thick rainy weather, steering E. and E. S. E. by the wind, at 6 P.M. double reefed the Topsails.



Lat by account $41^{\circ} 50'$ North
Long by — $133^{\circ} 50'$ East.

by
Friday June 8th 1855.

Fresh breeze from the southeasterly board and fine weather, steering to the Eastward by the wind, at 8 A.M. light winds, at 9 A.M. lowered a boat to examine a dead Whale we saw, and found it not worth saving, at 2 P.M. heavy weather, with light air from the Eastern board steering northeasterly by the wind, a heavy sea running, at 6 1/2 P.M. saw and lowered for a Right Whale but without success.



Lat by obs $41^{\circ} 25'$
Long by Chron $134^{\circ} 54'$

Cruising in the Japan Sea.

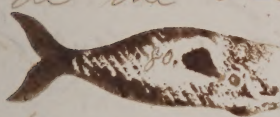
Saturday June 9th 1853.
Moderate winds from the Eastern beam,
and fair weather steering to the north, and
east by the wind at 8 A.M. Tacked ship
to the S.E. at 9 A.M. thick fog. At
noon the fog lifted up a little. for a few
minutes saw a Right Whale, which
was going very fast to the eastward, about
2 P.M. saw another, and that was also a
going quick to the eastward. at 3 P.M. the
fog cleared off. at 4 P.M. Tacked
ship to the S. and E.

Sunday June 10th 1853.
Calm and foggy. at 4 A.M. light airs
from W. S. W. at 9 A.M. The fog cleared
off, about 10 A.M. lowered for a right
Whale, galled and chased it
with the Boats until noon
and followed it until 2 P.M. with
the ship. at this had fresh breeze,
and pleasant weather. at sun set
took in sail.

Sent by obs 41° 35' North,
Long by Chron 135° 58' East.

Monday June 11th 1853.
Fresh breeze from S.W. and pleasant
at 4 A.M. made sail steering S. S. E.
at 5 A.M. steered E. at noon made
- at breeze, at 1 P.M. raised a

Cruising in the Japan Sea.

dead Whale, at 2 1/2 P.M. took it along
side, and at 3 commenced cutting, and
at 4 P.M. finished cutting, found two
Jagged Bones, and the Head of one, one
flawed Iron, in the Whale. Martin
C. and A. K. saved all the Blubber
but the Bone had become so loose
in the Head, that it slid out
 almost as soon as we
commenced working on the
Whale, at Midnight began to hail

Tuesday June 12th 1853.

Light air, from the northeastern board
and thick fog, steering E. and E. S. E.
by the wind. Employed in bailing.

Wednesday June 13th 1853.

Moderate winds from E. and W. S. W.
and thick foggy weather. Sometimes the
fog would lift up for a few minutes
so that we could see two or three miles

and then come on again. Saw two
Right Whales, but did not lower
the Boats for them on account of the fog.



at 6 P.M. spoke Ship *Horizon*
of Capt. Bedford. Tachar, with
four Whales, and by him heard from
quite a number of other ships, two
or three of which had done very well
others middling, and some had done
nothing at all.

Cruising in the Japan Sea

Thursday June 14th 1853.

Light northerly winds, with spells of fog, but had fair whaling weather the most of the day, saw three right Whales, and I went on to one, but my Boatster missed it, finished boiling at 6 A.M., at 7 P.M. spoke Ship Coriolanus, of Myschi with three Whales this season, saw three other Ships.



Friday June 15th 1853.

Fresh breeze from N.E. and pleasant, saw two right Whales, and lowered once but without success.



Spoke Ship Idem, of New Bedford with 2 Whales this season, had struck 10, at sun down spoke Ship Coriolanus and Brigancea again, at 8 A.M. saw two Japanese Junk.

Lat by obs $41^{\circ} 18'$ North,
Long by obs $138^{\circ} 08'$ East.

Saturday June 16th 1853.

Moderate breeze from the north-east and pleasant, two Ships in sight to leeward, saw them lower their Boats, once and chase a Whale, but saw no Whales ourselves.

Lat by obs $41^{\circ} 35'$ North,
Long by obs $137^{\circ} 57'$ East,

Cruising in the Japan Sea.


Sunday June 17th 1855-

Moderate breeze from N.E. and hazy weather steering northwesterly by the wind with all sail set, at 4 P.M. Light air from N. tack and ship to E.N.E.

Lat by account $42^{\circ}30'$ North,

Monday June 18th 1855.

Fresh breeze from N.E. and fair weather steering E. and E. by S. by the wind, at 11 A.M. saw a Ship to windward and also saw several Hump back Whales at noon steered to the N and W at 2 P.M. exchanged signals with the Ship Labins of Ward Bedford, King, and at 4 P.M. spoke her. She had 7 Whales

 at this time we shortened sail also having seen two or three Right Whales about sun down,


Lat by obs $42^{\circ}25'$ North
Long by Chron $137^{\circ}55'$ East,


Tuesday June 19th 1855.

Fresh breeze from the northward and pleasant, lowered in the course of the three times for Right Whales, and got and had two Whales, saw the Ship Labins chasing Whales two or three times, and at 6 P.M. saw her take a Whale alongside at 8 P.M. shortened sail.

Lat by obs $42^{\circ}57'$ North,
Long by Chron $137^{\circ}20'$ East,

Cruising in the Japan Sea.

Wednesday June 20th 1853.
Light air from the South and E. and
cloudy heavy weather, saw two right
Whales, and chased them the most
of the day, but was not fortunate
enough to get fast, saw
 the Ship's Kelping a boiling,
at sun down she times sail.

Thursday June 21st 1853.
Creek breeze from S.W. and pleasant
saw five Whales, the Capt went
on to one and missed it with gun,
Whaling gun, after supper or about
5 p.m. lowered and my kelpen the
third mate went on to a Whale and
struck, the Whale took his line,
and went to windward, at
sun down I got fast to the same
Whale, and it went down, and took my
line, but the Capt bent on his, and
 they were still fast, but
the Whale still continued

to run and down, showing no chance
for another boat to get fast, or kill
it, at 9 P.m. the Iron broke, and
it being dark we lost run of the
Whale, and came on board, shortened
sail, and set the watch for the
night, saw Ship's Kelping boiling,
Left by 4.30 A.M. O. S. O. S.

Cruising in the Japan Sea,

Friday June 22nd 1855.

Pleasant breeze from the south-western
board and fine weather. about 8 A.M.
saw the Whale we struck yesterday
with the line still attached to it,
lowered the boats and chased it until
near noon, and at 2 P.M. lowered again
for the same Whale but without suc-
cess. at 6 P.M. saw and lowered for an
other Whale, with our usual luck.

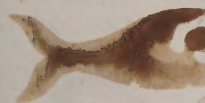
Lat by obs 42° 54' North,
Long by sun 138° 48' East.

Saturday June 23rd 1855.

Pleasant breeze from the south-western
board and heavy weather. at 9 A.M. saw
4 right Whales, lowered the boats, and
the How Boat struck, but before the
Whale had fairly commenced sounding
the iron broke, and the Whale went



off. in the afternoon saw more
Whales, and lowered the boats
for them. the Main Boat went on and



and the How Boat missed the
Whale. at 6 P.M. the Cap.
struck, and we killed the Whale



at 8 P.M. we got the
Whale alongside. took
in sail, and commenced preparation
for cutting it in. in the morning.

Lat by account 43° 18' North
Long by sun 138° 38' East.

Cruising in the Japan Sea.

Sunday June 24th 1853.

Calm & moderate weather. at day light, commenced cutting in our Whale, saw several Whales, and lowered one Boat, but without success. at 10 AM finished cutting. at 2 PM, lowered all the Boats for Whales, the Starboard Boat struck and killed the Whale, the Capt. got turned over in the net. at 9 PM, took the Whale alongside, after a very tow at it, it still being calm,



Monday June 25th 1853.

Moderate breeze from the southern base and pleasant. Employed in cutting and bailing. Towards night lowered two Boats for Whales, but without success. Saw Whales quite plenty, and saw one ship, at some distance.



Lat by obs 43° 49' North,

Tuesday June 26th 1853.

Fresh gale from S.W. and pleasant. Employed in bailing. Lowered once for right Whale, but without success. at noon strong gale, saw two sail to leeward.


Wednesday June 27th 1853.

Light winds and thick fog. The most of the time, saw one right Whale,




Cruising in the Japan Sea.


Thursday June 28th 1853.

Moderate winds, from the Southern board, and thick fogg, the most of the day, in the afternoon. Light winds, from N. E. S. E., and fair saw two right Whales,  and lowered for them but without success. A schooner ship sailing with 9 Whales, and towards night saw her take another alongside. Employed in bailing

Friday June 29th 1853.

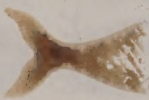
Light winds, from N. E. S. E., and thick fogg, at 4 A. M., finished bailing  and commenced stowing down Oil, at 11 A. M., fair weather saw two Whales, at 1 P. M., pleasant lowered for Whales, the Larabee Boat struck but the line parted and she went off.

Saturday June 30th 1853.

Very light airs from the Southwestern board and pleasant. Employed in stowing down Oil, saw several Whales,  and lowered but without success, at sundown saw several more but it is late to lower for them, latter part pleasant breeze, two ships in sight, and black look from every quarter.

Cruising in the Japan Sea.

Sunday July 1st 1853.

Fresh breeze from W. E. and pleasant,
at 8 A.M. lowered for right Whales,
at 9 A.M. strong gale, at 11 A.M.
came on board. Shortened sail down to
double reefed main topsail, and foresail,
 and the Main Boat having car-
ried away her mast thwart,
we took her on deck for repairs,
saw Ship's Cabin.

Sailed by 43rd 53 North.

Monday July 2^d 1853.

Fresh breeze from the Eastern board,
at 3 A.M. set double reefed topsails,
Lib. and courses, saw several right Whales
employed in scraping Bone, at 10 A.M.
fair Whaling weather, at noon pleas-
-ant breeze and fine weather, at 1 P.M.



lowered for right Whales,
The Larboard Boat struck
a Whale with a calf by her side, but
the calf stove, and rolled the Boat over
and the Whale took the line, and
went off with it. I had one man
by the name of Wm C. Windsor hurt
by the Whale. But I was hurt more
when I got on board, with a little thing
not to be compared in size to Whale,
first for striking the Whale, and secondly
for getting capsize, and loosing my line,
notwithstanding, the first Whale, was at least 60
fath under water when the calf rolled me
over,

Sailed by 43rd 53 North
by 43rd 53 North

Cruising in the Japan Sea.

by
Tuesday July 3rd 1855.

Pleasant breeze from the southwestern board and fine weather. saw quite a number of right Whales, and chased them until about 3 P.M. when the



succeeded in getting fast but the Whale run so fast, showing no chance for the other boats to get fast, or kill, that he was finally obliged to cut off and let the Whale go. at 8 P.M. shortened sail

Lat by obs 43° 49' North.

by
Wednesday July 4th 1855.

Strong gales from S.W. and cloudy weather with some fog. Spoke Ship Jason of Nantes, with 8 Whales this season. This ship wintered the last winter, on the Tartary Coast, in Lat 42° 45' North, and was frozen in the most of the winter.

by
Thursday July 5th 1855.

Strong gales from S.W. at 6 A.M. the wind moderated with pleasant weather



at 9 A.M. lowered for Whale. The Larboard Boat struck and killed the Whale, about 10



sunk and we lost it, about 4 P.M. the Capt. struck and the line parted. and the Whale went off. Saw 3 Ships, at 8 P.M. shortened sail for the night.


Cruising in the Japan Sea.

Friday July 6th 1853.

Very light air from the Eastern board and pleasant. at 8 A.M. calm. at 11 A.M. light air from S.W. saw 9 ships spoke the ship Arctic. with 1500 bbls. the ship Franklin with 4 Whales and the ship Rambler with 6 Whales this season. at 4 P.M. saw 11 ships 4 of them sailing.

Lat by obs $43^{\circ} 53'$ North.

Saturday July 7th 1853.

Light air from the northern board, and pleasant. saw several ships. the  Most of them standing to the Northwest. saw one Whale.

Lat by obs $44^{\circ} 16'$ North.

Long by obs $138^{\circ} 00'$ East.

Sunday July 8th 1853.

Light air from the southern board, and pleasant. saw three ships standing to the Northwest. saw Land to the W. and N.W. at 2 P.M. hazy weather. Latter part fresh gale from E. N. E. with rain.

Lat by obs $44^{\circ} 30'$ North.

Long by obs $138^{\circ} 03'$ East.

Cruising in the Japan Sea.

Monday July 9th 1853.

Strong gale, from E. and E. by S. and thick rainy weather, steering to the Eastward under short sail, at 1 P.M. the wind began to moderate.

Tuesday July 10th 1853.

Pleasant breeze from the northwestern board, and fair weather, steering E. with all sail set. saw a ship standing to the E. at 8 A.M. light winds from E. by S. saw one right whale, which was going very fast to the E. by S. and lowered for it but without success.

Lat by obs 45° 06' North.

Wednesday July 11th 1853.

Light baffling winds, and pleasant, at daylight, or 4 A.M. saw land to the Eastward distant about 15 miles, at 6 A.M. saw a Bow Head Whale, going fast, about

E. by S. lowered down for it but could not keep up with it. with the Boat, at 8 A.M. stood close to the Island Pic de Langle, and went in shore, with three Boats, a fishing the Capt. Sande, and walked up into the Forest. He says there is the finest Cedar and Fir Timber here. that he ever saw, also various other kinds, of Timber. about 1 P.M. we got back to the ship, with about 50 fish of various sizes, (some of them resembling cod, and returned W. by N. with fresh breeze from W. by N. Lat by obs 44° 27' North.

Cruising in the Japan Sea.

Thursday July 12th 1853.

Light winds from the southeast, and
breeze from board, and cloudy weather, ste-
-ing northeasterly by the wind, at 4 P.M.
steered E. towards midnight foggy.
saw a number of Fin Back Whales
during the day.

Friday July 13th 1853.

Fresh breeze from S. and hazy weather
steering E. at 6 A.M. set the Fore Topmast
studding sail, at 6 P.M. took in the
light sails, and at 7 P.M. shortened sail
to double reefed Main Top sail and Foresail
steering E. by C. with thick foggy weather.

Saturday July 14th 1853.

Fresh gale from S. by E. and foggy rainy
weather, steering E. by C. with thick fog
and light rain, at 8 A.M. got soundings
at 68 fms. green mud, intermixed with
black gravel, at 9 A.M. luffed by the
wind heading E. by S. with the ship under
short sail. at 2 P.M. the fog let up,
so that we could see two or three miles,
steered E. by C. at 4 P.M. quite clear
at 7 P.M. thick fog again luffed
by the wind, heading E. S. E. at 9 P.M.
wore ship to the westward, with strong
gale from S. very nearly.

Cruising up the Gulf of Tartary.

Sunday July 15th 1853.
Fresh gale, from S. and foggy rainy weather.
Ship heading W. S. W. under short sail at
1 P.M. wore ship to the eastward. At 3
P.M. light winds, at 4 P.M. light air
from N. E. S. and S. E. wore ship to the
southward, between 5 and 6 P.M. the fog
lit up so that we could see the Land to
the eastward, at 10 or 12 miles distance at 6
P.M. thick rainy weather again.

Monday July 16th 1853.
Calm, and foggy. Saw several California Grays
at 1 P.M. the fog lit up, with very light air
from W. S. W. saw the Land to the eastward,
wore ship to the northward, at from 5 to
about 15 miles from the shore, at 6 P.M. thick
fog. Sat by account \$0.00 West.

Tuesday July 17th 1853.
Moderate breeze from W. S. W. and clear weather, at
7 A.M. close in to the eastern shore, in the Gulf
of Tartary, went in with the Larboard and Main Boats
to pull along the shore, in search of Whales, toward
noon came to a native village, at which we stopped
and procured a few Salmon Trout, of which they had
an abundance, at noon came on board, at 1 P.M.
the Capt and third mate went in at the same
village to barter with the natives, for some of their
at 4 P.M. they returned with about two barrels
fine Trout. hoisted up the Boats, and having
seen no sign of any Whales, except California Grays,
we stered S. W. with fresh breeze from W. S. W. and

Sat by edy \$0.57 West.
East side of the Gulf of Tartary.

Cruising out of the Gulf of Tartary.

Wednesday July 18th 1855.

Breeze from E. by E. W. and pleasant, steering to the southward along the Land on the East side of the Gulf of Tartary. At 3 P.M. the Starboard and Main Boats, went in to the Shore, and run along the Beach, while the Ship continued her course at the distance of three or four miles from the Land, the Boats having an extra quantity of sail, were enabled to get ahead of the Ship and make several short landings. They saw one House, which appeared to have been recently occupied by a party of Fishermen. The House was situated about half of a considerable Lake, in which they saw Salmon Trout very numerous. At 6 P.M. they came on board, and stowed S. E. W. with studding sails out. Lat by obs 49° 40' North.

Thursday July 19th 1855.

Pleasant breeze from E. by E. W. and fine weather. Steering to the southward along the Sachaline Shore in the Gulf of Tartary. At 1 P.M. the Starboard and Bow Boats, went in to a village the inhabitants of which, were very loath to communicate with us, and would not sell the least thing. I do not know what they are called or their people acknowledge. They are quite dark coloured, and dress in cloth materials, and appear to be partially civilised. They also possess more or less knowledge of letters, as the Governor, was no doubt employed in writing immediately previous to my entering

Cruising out of the Gulf of Tartary.

his House, as paper and writing materials lay by his side. I also saw several parcels of Manuscripts, in Characters similar to those Chinese, I carried at this place but a short time, but before leaving the Governor's House was treated to wine, and when about to leave the Shore, his excellency gave me a small Dog, at 3 P.M. got on board, and steered to the southward again, and continued to pass Villages at short intervals until dark, saw a Junk lying at anchor off one of them.

Set by obs 47.26 North.

Friday July 20th 1855.

Light winds from the northwestern board and rainy. at 3 A.M. light air from the southwestern board, steering to the southward along the Sachalin (W) Shore for Perouse's Strait. Passed an Island about 3 P.M. at 4 P.M. Calm. and at 8 P.M. light air from S.W. and foggy. steered about S. S. E. the most of the time, and kept the recd heading to the S. W. at 2 P.M. the fog cleared away so that we could see that we were in the west entrance to Perouse's Strait. at 5 P.M. calm and foggy. heard several Whales blowing around the Ship, which we supposed to be Right Whales. at 8 P.M. light air from the southward. steered southerly by the wind.

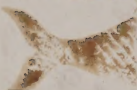
Chotak Sea,

Cruising in the South part of the

Saturday July 21st 1853.

Light air from E. and foggy, starting C. S. C. at 4 A.M. the fog cleared off, saw the Sam to the W. and S. of us, saw two sail. Spoke ship Europa, of New Bedford, with 1500 bbls this season. Saw her take a small hump-back Whale, and a Killer, we lowered at the same time but got nothing.

Sunday July 22nd 1853.

Moderate breeze from W. and pleasant, worked ship to the W. C. at 8 A.M. wind E. tacked ship to S. S. C. with Cape Annua bearing W. C. distant 6 miles, at 11 A.M. tacked again, heading W. W. C. and so on throughout the day. Spoke Bark J. C. Donald of New Bedford - Charry, with 10 Whales this season. Saw one right  Whale going fast to the W. C. but did not lower. Middle and latter parts fresh breeze, and cloudy weather.

Monday July 23rd 1853.

Fresh breeze from the eastern board and cloudy weather working ship to the W. C. at 4 A.M. saw Cape Annua, bearing W. W. distant 12 miles. Bark J. C. Donald in sight. And Bark Acowly. At every turn upon Deck, with occasional, faithful orders, given in a manner little calculated to preserve contentment, and harmony, two things most to be cherished, on ship board,

Cruising in the south part of the Arctic Sea.

Tuesday July 24th 1855.

Calm, and foggy by spells. Employed in repairing the starboard Mast, saw Mack J. C. Donald, at 10 A.M. light air from the southern board. Letter part thick fog, steering W. C. with all sail set.

Wednesday July 25th 1855.

Pleasant breeze from S. S. W. and fair weather steering W. C. at 5 A.M. three ships in sight, and great quantities of Fin back and sulphur bottom Whales, at 7 A.M. fell in with right Whales, and saw a good many during the day, all of which were very shy, we chased them nearly all the day but got nothing.

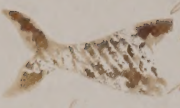
Sat by obs 46° 19 North,

Thursday July 26th 1855.

Fresh breeze from the southward and fair weather, at 5 A.M. light winds saw and lowered for right Whales, at 8 A.M. foggy came on board, at 10 A.M. the fog lit up a little, lowered down two boats for right Whales, at 11 A.M. thick fog again, and nearly calm, at 5 P.M. the fog lit up, saw Whales and lowered again with our usual success, saw three sail one of them (ship Europa) cutting, at 7 P.M. shortened sail for the night.


Cruising in the South part of the Chale (see)


Friday July 27th 1853.

Strong gale from W. by S. and S.W. ship under short sail. towards noon the gale broke, at 2 P.M. light air from the northwestern basin and smokey weather, saw three sail, and  during the forenoon while the wind blew so that we could not put a boat into the water, we saw a good many right whales, but as soon as it moderated the whales disappeared, we lowered down for one, but that went so fast that we soon lost of it, and came on board.

Lat by alt 46.00 North,

Saturday July 28th 1853.


Light air from S.E. and foggy. at 6 A.M. the fog cleared up, saw one right whale, saw three sail to leeward, at 8 A.M. saw two of the same whales, at 10 A.M. saw whales and lowered but without success. At noon came on board with fresh breeze from S.E. and cloudy weather, at 1 P.M. lowered again for whales  and the Larboard boat went on and struck, but

the Iron derrick by the Tugel's not turning about 3 P.M. the Larboard boat struck another  but no boat got up to the whale afterwards, and after holding on to it until about 7 P.M. the Irons derrick, and by their drawing, only I think we saved our line

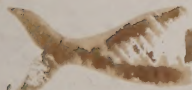
Lat by alt 46.00 North,

Cruising in the South part of the Ochotk Sea

Sunday July 29th 1853.

Light winds, from S.E. and foggy, rainy weather, at 8 A.M. the rain held up, but still continued foggy, except at spells it would light up a little. saw two sail both bailing, at 4 P.M. with clear, saws  two right Whales, and lowered but without success, at 5 P.M. thick fog again, came on board, and had a little altercation with the second mate for abusing me with his rash tongue, because I would not allow him to use his bars in working after the Whale, when I thought the sail, and Raddles more appropriate, it ended very quietly however, by the Captⁿ's bidding us to stop, and give him an account of the affair which we did, when he decidedly told Mr Morgan that he had done wrong, and hoped that he would not thus commit himself again.

Monday July 30th 1853.

Variable winds, with fog, and rain the most of the day, spoke the Bark J. C. Donald, with eleven Whales this  saw and lowered for a right Whale, in company with her boats, but without success.


Tuesday Aug 1st 1853.

Strong gales from N. with fog, and thick smoky weather.

Doubtful } Lat by obs 46° 30' W. by
Long by Chron 145° 12' East


Cruising in the South part of the Chatham S.

Wednesday Aug 2^d 1853.

Strong gales from S. and thick fog,
and the ship under short sail.
 Saw two right Whales, close
to the ship, but could not lower,


Thursday Aug 2^d 1853.

Strong gales from S. and foggy, at 5 A.M.
the wind hauled to S.W. and moderated, and
the fog cleared away, at 9 A.M. saw right
Whales, and lowered for them but without success.
At noon moderate breeze and pleasant, saw
quite a number of Whales, lowered down for

 them and the Starboard Boat
struck and killed one, at
5 P.M. took the Whale alongside, and com-
menced cutting it in. The Main and Fore
Boats still chasing Whales, got in the
throat and Laid about 5 P.M. and laid by
for the night.

Friday Aug 3^d 1853.


Fresh breeze from S.W. and pleasant for
this country. Employed in cutting in our
Whale, rigging the Boats, and making pre-
parations to commence boiling. Saw several

 right Whales, all of which were
going fast to the S.W. Three sails
in sight a part of the day. Saw Land bearing
about N.E. distant by estimation 45 miles,
which we suppose to be Company Island.

Cruising in the the south part of the Aleutian Sea.

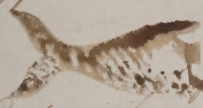
Saturday Aug 4th 1853.

Moderate from W. sea early, and pleasant,
saw a few right Whales, lowered for them,
and the Larboard Boat struck one, but

 the line parted and the Whale
went off. Employed in bailing
schooner ship Franklin with 3 Whales this
season, at 8 P.M. foggy.

Sunday Aug 5th 1853.

Light air from the western board, and thick
fog, lowered twice however for right Whales

 And then would not strike, as the
fog appeared to come on thicker, the
Capt however, to try Green's Whaling gun
fired at one but missed it. Employed in
bailing

Monday Aug 6th 1853.

Calm, and foggy, at 5 A.M. the fog cleared
up, saw right Whales quite plenty, and
lowered for them but could not strike,
at 10 A.M. light breeze from E. and thick
fog, during the afternoon, the fog let up at
intervals, lowered twice for right Whales, and the
Starboard Boat had one Whale missed, at 6 P.M.
finished bailing, and so ends the day, but I
could easily fill out this page, and may at
some future time, as the events will not soon
be erased from my memory,



Cruising in the south part of the Scotch Sea,

Tuesday Aug 7th 1853.

Fresh breeze from E. and heavy rain. at 4.5 A.M. lowered three Boats. for right Whales, and the



Larboard Boat struck, but,



the line parted, and the Whale went off. the weather being such that we could not see far, we came on board, about 2 P.M. the weather cleared up a little, lowered all the Boats. for right Whales, and the Larboard Boat struck another, and killed it, but it sunk, at 6 P.M. got back to the ship again,

with the loss of several men, and considerable line

Wednesday Aug 8th 1853.

Fresh gales from E. S. E. and foggy about three fourths of the time, saw several right Whales going fast to the Eastward,



lowered for them twice but without success. saw Land bearing S. by E. which we suppose, to be Europa Island.

Thursday Aug 9th 1853.

Strong gales, from E. and rainy weather, saw several right Whales, but it was too foggy to lower for them, at 4 P.M. calm and



rainy, lowered for a right Whale but without success, at 4 P.M.

fog, and rain, at midnight fair weather, I begin to be really sick of Whaling, and shall not be sorry when this season is ended, and I do not think it will turn out much to my credit, or turn much into my purse,

Cruising in the south part of the Bechock Sea.

Friday Aug 10th 1853.

Very light air, from the southern sea and pleasant, saw about a dozen right whales about 2 P.M. The starboard boat got fast to one, killed it and at 8 P.M. took the whale along-side. Europa, and Company Islands in sight, the former bearing about S. the latter S.E.



Saturday Aug 11th 1853.
Calm foggy weather. Employed in cutting in our whale, at noon light baffling winds at 4 P.M. The fog cleared up for a few minutes, saw three or four right whales but did not pursue. Employed in boiling and rigging the boats.



Sunday Aug 12th 1853.

Moderate breezes from the northwestern board and thick fog, at 9 A.M. clear weather, saw and lowered for right whales. The starboard boat struck and got a whale to spouting thin blood, but the starboard boat, in going on to strike the same whale, got stove, and lost one man (Wm. Calvin Ferguson Collins of Pa) and shortly after the Capt. got capsized, but not otherwise injured, and in the muck the whale moved off, and in consequence of their not looking out for it on board the ship, we finally lost it, at noon fresh breeze.



Cruising in the South part of the Chotek Sea,

Monday Aug 13th 1853.

Calm, and foggy by spells, at other times pleasant, at 4 P.M. light air from the southward and thick fog, saw a few Finback Whales,

Set by abt 45° 37' North.

Long by Chron 146° 33' East.

Tuesday Aug 14th 1853.

Light breezes from S.E. and pleasant, saw two right Whales, and lowered for them but without

Success. Employed in bailing, Land in sight to the S. and E. saw a ship to windward to be a Whale, at 6 P.M. finished bailing.

Set by abt 46° 03' North,

Wednesday Aug 15th 1853.

Moderate breezes from S. and pleasant. Employed in stowing down Oil, at 7 P.M. finished. Having stowed down 278 bbls making 500 bbls in all that we have stowed down, saw a sail to the northward.

Thursday Aug 16th 1853.

Fresh breezes from the northward and fair weather, saw three sail, one of them bailing. Saw quite a number of right Whales all of which were going very fast to the N.W. did not lower for any of them. Worked the ship to the N. and W. in hopes of finding the Whale again; but I have had such hard luck this season. That I hardly dare hope to catch one, myself.

Cruising in the south part of the Aleutian Sea.

Friday Aug 17th 1853.

Moderate breeze from N.W. and cloudy weather saw three sail, spoke ship Europa with 2100 bbls this season. she picked the Whale last Monday, which we killed, and had such hard luck with, and finally lost the day before and it made her 180 bbls at 8 A.M. Saw eight Whales, very plenty, but they were very shy, and at 6 P.M. after 10 hours hard trying to strike one, we came on board, and gave it up for another day.

Saturday Aug 18th 1853.


Light breeze from N.W. and pleasant. Saw eight quite plenty, and the Starboard Boat struck one and, but she parted and the Whale went off, and just after sunset the Main Boat struck another but it was so soon dark that we had no time to work on the Whale and she had to cut off the line and let the Whale go.


Sunday Aug 19th 1853.

Strong gale and squally. Saw three or four right Whales, but it was too rugged to lower for them. at 8 P.M. split the Foretop sail, sent it down and bent another. at 4 P.M. spoke the Martin Taser - the of Fair Haven, with three Whales this season. Saw seven sails during the day. Two of them boiling

Temp by obs 46° 45° Water,

Cruising in the Arctic Sea,

Monday Aug 20th 1853;
Light winds from E.W. and pleasant. saw
a few right Whales, and lowered three times
in the course of the day, but without success.
at 9 A.M. saw the Ship Europa's Boat strike
a Whale, and at 8 P.M. we supposed, by the
manner of the Ship that they took the
Whale alongside. saw 9 sails during the
 the day, and the most of them were
chasing Whales, but did not get
any thing. at 8 P.M. unbent the maintop sail,

Tuesday Aug 21st 1853;
Very light air from the western board and
pleasant. saw 8 sails. saw two of them
chasing Whales. saw two Whales ourselves
 but they were going so fast to the
C. W. C. that we did not lower
for them. bent a new maintop sail. saw
Company Island bearing about S. E.

Lat by obs 47° 00 North
Long by Chron 148° 30 East.

Wednesday Aug 22nd 1853; Lo.
Light air from C. W. C. and thick fog,
and rainy. at 9 A.M. the fog cleared up.
the sky however was still overcast with
heavy clouds. saw three sails. and a plenty
of Linbach Whales. spoke the Ship
Maria. King with seven Whales this season
and the Barth Millwood with one Whale.
at 7 P.M. calm very nearly,

Cruising in the Bechock Sea.

Thursday Aug 23rd 1853.

Calm rainy weather. At 7 A.M. light air from the south-western board and pleasant. saw land to the S.E. distant by estimation 45 miles. steered north-easterly. saw 5 sails. at 10 A.M. spoke the Bark Millwood of New Bedford, N.H. and took a passenger out of her, to carry to the Sandwich Islands. he was the Third Officer of the Ship Enterprise of New Bedford which was lost on the night of the 14th of last May. (the Ship King Fisher also went on shore at the same time.) on the eastern side of Company Island. at noon cloudy weather steered E. by S. with all sail set.

Friday Aug 24th 1853.

Light winds from W. and fair weather. steering S. by E. at 3 A.M. thick weather buffed by the wind with our main topsail aback. at 8 A.M. moderate breeze, and pleasant. steered E. saw Round and Company Islands to the S.E. saw two sail steering to the eastward, probably a going out of the sea. (this is the Ship Orab and Bark Millwood.) at 3 P.M. hazy weather and at 4 P.M. rainy. at 6 P.M. fair weather again. steering S. E. by E. with all drawing sail set. at this time Round Island bore S.W. distant by estimation 12 miles. and Company Island about S. S. W. distant 20 or 25 miles. and thus we leave the Bechock Sea, after a very short, and unprofitable season, and I think as far as my work is concerned that have been the most unlucky in it this season. that I have ever been since I first embarked in the Whaling business.

From the Chesapeake Sea to

Saturday Aug 25th 1853.

Moderate breeze from N.W. and pleasant.
steering E. with studding sails set. at 6 A.M.
Marian Island was in sight bearing W. by
W. at 9 A.M. we had run it out of sight.
 Latter part steered E. by N. the Weather
Milwood in sight steering the same course.
Lat by obs 46° 20' North,
Long by Chron 152° 11' East.

Sunday Aug 26th 1853.

Fresh gales from N.W. and cloudy weather
steering E. by N. with all sail set. The
Weather Milwood in sight.

Monday Aug 27th 1853.

Moderate winds from W. and W.S.W. with
pleasant weather steering E by N. with all
possible sail set. saw the Weather Milwood
Lat by obs 46° 25' North.
Long by Chron 158° 59' East.

Tuesday Aug 28th 1853.

Fresh gales from W.S.W. with light rain,
took in the light sails. at 3 P.M. single reefed
the Topsails, and at 10 P.M. double reefed the Southsail.

Wednesday Aug 29th 1853.

Strong gales from S. to S.S.E. and pleasant.
steering E. by N. with all prudent sail set.
at 6 P.M. had sail reduced to a close reefed Fore
and double reefed Main Topsail, Jib, and Foresail.
Lat by obs 48° 10' North.
Long by Chron 156° 58' East.

The Sandwich Islands.

^{by} Wednesday Aug 30th 1853.

Strong gales from S. E. and thick weather at 11 a.m. took in the Foretop sail and Fore sail, and close reefed the Main Top sail, at 3 p.m. wind S. E. W. ship heading S. E. at 9 p.m. the gale moderated. Made all prudent sail and steered E. by S. at 9 p.m. moderate breezes and nearly all sail set.

^{by} Friday Aug 31st 1853.

Fresh gales from S. E. W. and S. with thick foggy weather. steering E. by S. with whole Topsails, Licks, and courses set.

Saturday Sept 1st 1853.

Pleasant breezes from S. and fair weather. steering E. by S. with all sail set.

Lat by obs 43° 10 North.

Long by Chron 176° 08 East.

Sunday Sept 2^d 1853.

Pleasant breezes from S. and foggy. steering E. by S. with all sail set. at 1 p.m. the weather fair.

^{by} Monday Sept 3^d 1853.

Fresh breezes from S. and pleasant. the most of the day. steering E. by S. with nearly all sail set.

Lat by obs 45° 30 North.

Long by Chron 175° 25 West.

^{by} Monday Sept 3^d 1853.

Fresh breezes from S. and rain. at 10 a.m. the wind veered suddenly to W. at noon cloudy weather. Latter part fresh gales from W. steering E. with nearly all sail set.

From the Ochotsk Sea

Tuesday Sept 4th 1853;

Fresh gales from S. and rainy weather steering E. with nearly all sail set. at 10 A.M. the wind heaved to W. with cloudy weather. at 2 P.M. strong gales from E. steering E. by S. with double reefed Topsails set.

Lat by obs 43. 30 North.

Long by Chron 168. 32 West.

Wednesday Sept 5th 1853;

Strong gales from N.E. and fair weather. the ship heading E. S. E. by the wind, under low sail.

Lat by obs 42. 18 North.

Long by Chron 166. 21 West.

Thursday Sept 6th 1853;

Fresh gales from N.E. and hazy weather. steering E. S. E. by the wind, with single reefed Topsails set. Employed in repairing the Larboard Head.

Friday, Sept 7th 1853;

Moderate breezes from E. N. E. steering Steering S. E. by the wind with all sail set. Employed in repairing the Larboard Head.

Lat by obs 39. 00 North

Long by Chron 163. 46 West.

Saturday Sept 8th 1853;

Slight airs from the Eastward and cloudy steering steering southeasterly by the wind at 4 P.M. Tacked ship heading E. at 7 P.M. wind E. S. E. ship ship heading N. E.

to the Sandwich Islands,

Sunday Sept 9th 1853.

Light airs from the southern board, and fair weather, steering E. by S. with all sail set, at 4 P.M. fresh gales with rain, took in the light sails, at 7 P.M. squally, double reefed the topsails,

Lat by obs $37^{\circ} 20'$ North,

Monday Sept 10th 1853.

Fresh gales from S.W. and squally, steering E. by S. at 4 A.M. Moderate breezes from W. W.W. and fair weather, Employed in washing Whale Bone,

Lat by obs $36^{\circ} 18'$ North,

Long by Chron $159^{\circ} 01'$ West,

Tuesday Sept 11th 1853.

Light winds from the western board, and pleasant, steering S.E. with all possible sail set,

Lat by obs $35^{\circ} 20'$ North,

Long by Chron $158^{\circ} 35'$ West,

Wednesday Sept 12th 1853.

Moderate breezes from the western board, and pleasant, steering S. by E. with all sail set, Employed in stowing down about 25 bbls of Oil, which we had left standing in the Tank, Saw two sail ahead,

Lat by obs $33^{\circ} 35'$ North,

Long by Chron $153^{\circ} 52'$ West,

From the Choctaw Sea

by
Thursday Sept 13th 1853.

Light winds from the western board and pleasant, steering S. by E. with all possible sail set, two sail in sight.

by
Friday Sept 14th 1853.

Moderate breezes from the northern board and pleasant, steering S. by E. with all possible sail set. Spoke the ship *Clematis* of New London, (Benjamin) with 5-1/2 whales this season.

Saturday Sept 15th 1853.

Moderate breezes from the eastern board, and pleasant, steering S. E. with all sail set, the ship *Clematis* in sight.

Lat by obs 28° 20' North
Long by Chron 153° 44' West.

by
Sunday Sept 16th 1853.

Fresh breezes from E. S. E. steering S. by the wind. Latter part, wind E. steering S. by E. 1/2 E.

Lat by obs 26° 04' North.
Long by Chron 153° 56' West.

Monday Sept 17th 1853.

Strong gales from E. S. E. and squally, reduced sail to double reefed topsails, and fore sail. At 3 P.M. wind S. E. wore ship to E. N. E.

Lat by obs 24° 00' North
Long by Chron 156° 15' West.

To the Sandwich Islands;

Tuesday Sept 18th 1853.

Strong gales from E. S. E. ship heading
W. E. at 6 A.M. wind E. and more moderate
went ship to S. S. E. at noon had nearly
all sail set. at 4 P.M. fresh breeze from
E. W. E. steering E. S. E. saw a sail ahead.

Lat by obs 24. 18 North.

Long by chro 155. 32 West.

Wednesday Sept 19th 1853.

Fresh breeze from E. W. E. and pleasant.
steering S. S. E. with all sail set. at noon
turned S. at 6 P.M. made the Island of
Momi bearing S. W. and shaped our course
for it.

Lat by obs 21. 45 North.

Long by chro 155. 41 West.

Thursday Sept 20th 1853.

Fresh breeze and pleasant. Ship, laying
back, at 5 A.M. saw the land again
and kept the ship off for the passage
into Lahina. Latter part very high
baffling winds, and at 9 P.M. by towing
we succeeded in getting to anchor, off
Lahina, in 10 fms water. Clewed up the
Sails, and pushed the light over.

Friday Sept 21st 1853.

Laying at anchor off Lahina.
Employed in punching Bone, &c,
at 5 P.M. the Capt left here for Honolulu
leaving the ship in my charge.

Lying at Anchor, at Lahina Maui,

Saturday Sept 22^d 1855.
Fine weather. Employed in washing ship.
bent another main topsail.

Sunday Sept 23^d 1855.
The Starboard Watch on liberty, at
8 P.M. all Hands on board again, except
Horace Allen the third Mate, who will be
on board no more.

Monday Sept 24th 1855.
Pleasant weather. The Starboard Watch on
liberty, the rest of the crew Employed in painting
Ship, at 9 P.M. all Hands on board.

Tuesday Sept 25th 1855.
Fine weather. The Starboard Watch on
liberty, the rest of the crew Employed in painting
Ship, at 8 P.M. all Hands on board.

Wednesday Sept 26th 1855.
Fine weather. The Starboard Watch on liberty.
The rest Employed in painting Ship, at 9
P.M. all Hands on board, except Thomas Salmon.

Thursday Sept 27th 1855.
Fine weather, at 5 A.M. weighed anchor, to move
the ship further from shore, at 8 A.M. let
go the anchor again in 30 fms water, and let
the Starboard go ashore on liberty. Went
on shore myself, and found Thomas Salmon
in the Calaboose, and I shall let him remain
there until the Capt returns.

From Lahina to Honolulu, Oahu.

Friday Sept 28th 1853.

Fine weather. The Starboard Hatch on liberty. The Captⁿ returned from Honolulu last evening, discharged Horace Allen, Charles Stobely and Henry Hutchkin.

Saturday Sept 29th 1853.

Light winds and pleasant. At 5 P.M. weighed anchor, and got the Ship underway, at 8 P.M. The Captⁿ came on board, and shaped his course for Honolulu, Oahu, we have four passengers down.

Sunday Sept 30th 1853.

Light trade, and pleasant. At noon arrived off Honolulu, and took a Pilot, at 1 P.M. Cast anchor in the Harbor, hoisted sails and went on shore, leaving the Ship in charge of the Steward and two men. At 4 P.M. all on board again, something remarkable in this Port.

Monday Oct 1st 1853.

Most equally weather. Hauled Ship alongside of the Ship Shooting Star of Boston, to discharge our Ail, and Home. The U. S. Consul came on board, to guarantee the men their pay, as the work we are now doing is preparatory, to heaving the Ship down for repairs. In the afternoon got up the Tackles, and commenced tacking on Ail, at night the men being at liberty went on shore.

Lying at Honolulu Harbor,

by
Tuesday Oct 2nd 1855.
Fine weather. Employed in discharging Oil and stowing it on board the Ship Shooting Star. we also put 5111 lbs of Whale Bone on board of her. to day.

by
Wednesday Oct 3rd 1855.
Fine weather. Employed in breaking out Oil. and stowing it on board the Shooting Star. At 6 P.M. when clearing up the Deck Mr. Burns, fell down the main Hatch and was slightly injured.

Thursday Oct 4th 1855.
Pleasant weather. Employed, in breaking out Oil and stowing it on board of the Ship Shooting Star of Boston. Kingman Master.

by
Friday Oct 5th 1855.
Fair weather. Employed in stowing Oil on board the Ship Shooting Star.

Saturday Oct 6th 1855.
Fine weather. Employed in stowing Oil on board of the Ship Shooting Star of Boston for New York. Capt Kingman. at noon finished having put on board of her 577 bbls of Oil. and 5111 lbs of Bone, which was all we had. In the afternoon hauled the Ship alongside of Ames & Lonsom's Wharf, and prepared to discharge the remainder of the cargo, which consists entirely of the things necessary to prosecute a Whaling Voyage.

Lying at Honolulu Oahu.

Monday Oct 7th 1855.

Fine weather all Hands on Shore except the Steward and myself.

Monday Oct 8th 1855.

Pleasant weather, unbent the Sails, sent down the Mizzen, and Topgallant yards and hoisted the Topgallant masts, &c.

Tuesday Oct 9th 1855.

Fine weather. Employed in discharging Ship.

Wednesday Oct 10th 1855.

Fine weather. Employed in discharging Ship, and finished the job, unhooked the Tadder and put it on the Dock.

Thursday Oct 11th 1855.

Pleasant weather. Employed in getting Tackles and preventing Shrouds, to heave the Ship down and all Hands moved on Shore, at noon all was ready, at 1 P.M. hove the Ship down.

Friday Oct 12th 1855.

Fine weather, and fine times. Having but very little to do, the work now falling upon the Carpenters, and Calkers.

Saturday Oct 13th 1855.

Fair weather. The Carpenters at work on the Ship, and they appear to be making very good progress.

Lying at Honolulu Oahu.

Sunday Oct 14th 1855.
Fine weather, all these 24 hours.

Monday Oct 15th 1855.
Pleasant weather, Carpenters at work on the Ship.

Tuesday Oct 16th 1855.
Fair weather, the Carpenters at work on the Ship, the crew have very little to do.

Wednesday Oct 17th 1855.
First part, rainy weather, latter part fair weather, the Carpenters at work on the Ship.

Thursday Oct 18th 1855.
Fair weather, finished one side of the Ship, and winded her around.

Friday Oct 19th 1855.
First part very rainy weather, latter part fair weather, Employed in getting the Ship ready to heave down on the other side.

Saturday Oct 20th 1855.
Fair weather, hove the Ship down, and finish repairing the Maston, The Cuddy however is yet to be fitted, and some other repairs to be made, at night righted up the Ship.

Sunday Oct 21st 55.
Pleasant all these 24 hours,

Lying at Honolulu Oahu.

Monday Oct 22nd 1855.

Pleasant weather. Employed in stowing and filling the ground tier.

Tuesday Oct 23rd 1855.

Employed in stowing, and filling the ground tier, and got it all in.

Wednesday Oct 24th 1855.

Fine weather. Employed in moving the ship to the Custom House Wharf, and getting the cargo on board again.

Thursday Oct 25th 1855.

Fine weather. Employed in taking on board ship stores, Hooks, Hooks, Heads, &c.

Friday Oct 26th 1855.

Pleasant weather. Employed in getting the cargo on board.

Saturday Oct 27th 1855.

Very fine weather. Employed in getting the cargo on board, and finished, all excepting the Fresh Water, and a few small stores.

Sunday Oct 28th 1855.

Fine weather all these 24 hours.

Monday Oct 29th 1855.

Pleasant weather. Employed in hauling the ship away from the Wharf &c.

Lying at Honolulu Bch.

Tuesday Oct 30th 1855.

Fine weather. Employed in moving Ship, and getting the Main Topgallant Mast, and Main Topgallant, and Main Royal yards aloft. Took on board about 60 bbls water,

Wednesday Oct 31st 1855.

Fine weather. Sent up the Foretopgallant Mast, and yard. Took on board 2000 gals fresh water, 4348 salt Beef, and 22 bbls of Irish Potatoes.

Thursday Nov 1st 1855.

Fine weather. Employed in getting the Ship in sea going trim.

Friday Nov 2nd 1855.

Fine weather. Employed in bending Sails and setting up rigging. Took on board 2000 gals fresh water, and a lot of small stores.

Saturday Nov 3rd 1855.

Chowery weather. Employed in setting up rigging. Went down the Main Yard to have the Tree Bands repaired.

Sunday Nov 4th 1855.

Bleasant all this day.

Monday Nov 5th 1855.

Employed in setting up rigging. Stowing Fresh water casks, and getting the Main Yard aloft again, and bending the Main Mast.

Departure from Honolulu, Oahu.

Tuesday Nov 7th 1856;
Employed in clearing up Ship for sea,
Took on 5560 gals fresh water.

Wednesday Nov 7th 1856;
Fine weather. The Ship all ready for sea.

Thursday Nov 8th 1856;
Fair weather; hove up the Anchors, and
hauled the Ship out to a convenient place
for getting underway. At 11 A.M. the Pilot
came on board, got the Ship underway, and
took her out of the Harbor, at noon the
Pilot left the Ship, and the Capt went
with him leaving me to lay off and on.
Secured the Anchors, and double reefed the
Top-sails, stearing S.E. with strong gales.
from E. by S. At 5 P.M. stood back, and at
5 P.M. were close in, when a boat came off
bringing the Cook who had deserted, and a
Boat-tender, the Capt has shipped here.
Mustered all hands, and found 38 men on
board all told. The most of our old crew
has deserted at different times while lying
at Honolulu, and a great proportion of the
men now on board have been shipped at
this port, and we still require three more
which will be shipped, if the does not
catch any of the deserters. At 6 P.M. steered
S.E. by E. wind, at 7 P.M. took in the
and at 8 P.M. had d. line in the fore
Top-sail. Ship now under double
reef, ran close-hauled, and Laysail, 121

Lying off and on Oahu.

Friday Nov 9th 1855.

Strong trades, and squally, steering southerly by the, under short sail. at 9 A.M. wore ship to S.W. the Island of Kaini bearing S. E. distant 10 miles. At noon wore ship again to S. E. by E. Simon Head on Oahu bearing S. W. by W. distant 6 miles. at 11 P.M. wore ship to the northward.

Saturday Nov 10th 1855.

Strong gales from N.E. steering S.W. by E. under short sail. at 5 A.M. calm, or very nearly so. made all sail. at 3 P.M. made Simon Head bearing S.W. by W. distant about 16 miles. at 9 P.M. strong gales again. reduced sail to double reefed topsails. at noon were close in off Honolulu. and the Capt sent a Boat off to me. with Conions &c. at 5 P.M. he sent a new Whale Boat off to me I hoisted her in. and then steered seaward, heading S.E. at 6 P.M. Simon Head bore E. by W. distant 4 miles.

2 P.M. } Lat $21^{\circ} 55'$ North
Long by Chron $157^{\circ} 45'$ West.

Sunday Nov 11th 1855.

Strong breeze from about N.E. steering southeasterly by the wind, under short sail. at 9 A.M. wore ship to the northward. at noon made Oahu (S.E. point)

Departure from Oahu,

Bearing C.W. very nearly, distant about
20 miles, stood in, and hauled a black off
Honolulu, and received the Cook on board
(he was one of the deserters of last Monday
night) at 3^{1/2} P.M. wore ship, and stood
S.E. at 11 P.M. wore ship again to the
northward,
at 2 P.M. } Long by Chron 157.50 West.

Monday Nov 12th 1856.

Strong breeze from E. W. C. steering about
C.W. by the wind. at 5 P.M. Oahu (S.E. point)
bore in. kept the off for Honolulu. at 7 P.M.
were close in, and continued to lay off and on
until 5 P.M. when the Capt came on board
bringing with him three more of the men
who deserted. Pirri Anton John, Joseph
Burgess, and Frank Perry, at 6 P.M. started
S.E. with the Capt on board this time.
and 34 men all told.

Tuesday Nov 13th 1856.

Moderate breeze from W. W. C. and pleasant.
Stowed the Anchors, and unbent the Cable,
set up rigging &c.

Wednesday Nov 14th 1856.

Very light air from W. and pleasant.
Employed in fitting the Boats, and setting
up rigging. Saw a sail to the westward.
Left by obs 18.00 North.
Long by Chron 153.23 West.

From Oahu to Strong's Island

Thursday Nov 15th 1853.

Light air from W. and pleasant.
Steering S. & E. Employed in setting up
rigging, a Bark in sight to the westward.

Friday Nov 16th 1853.

Light air from W. and pleasant. steering
S. & E. spoke the Bark Harvest of
New Bedford. Spencer. took in the
Larboard Boat, and put out another.

Saturday Nov 17th 1853.

Fresh breeze from E. W. & E. steering
S. & E. with nearly all sail out. Spoke
the Bark Harvest of Fair Haven, Capt
Spencer. Latter part squally.

Lat by obs 13. 12 North.

Sunday Nov 18th 1853.

Strong breeze from W. & E. and squally.
steering S. & E. with double reefed Top
sails set. a Bark in sight to leeward

Lat by obs 9. 58 North.

Long by Chron 157. 04 West.

Monday Nov 19th 1853.

Strong breeze from the Eastward with
almost constant rain. steering South
easterly by the wind.

Tuesday Nov 20th 1853.

Moderate winds. but squally.

Lat 7. 05 W. Long 156. 40 W.

From Oahu to Strong Island

Tuesday Nov 20th 1855.

Moderate breeze, and squally, at noon
fair weather, steering southeasterly by the
wind, Lat by obs 7° 15' North
Long by Chron 156° 40' West.

Wednesday Nov 21st 1855.

Moderate winds, and squally from the east
ward, latter calm, with occasional light
airs from the W. steering S. E. C.
Lat by obs 6° 00' North.
Long by Chron 155° 33' West.

Thursday Nov 22^d 1855.

Moderate breeze from the southeastern,
and fair weather, steering southeasterly
by the wind, Lat by obs 5° 28' North.
Long by Chron 156° 36' West.

Friday Nov 23^d 1855.

Fresh breeze from S. E. nearly, steering
southeasterly by the wind, Lat by obs 4° 04' North.
Long by Chron 155° 05' West.

Saturday Nov 24th 1855.

Pleasant breeze from the Eastern board
and fine weather steering S. with all
sail set, a 9 AM. lowered for
Ketchikan.
Lat by obs 2° 10' North.
Long by Chron 159° 17' West.

From Oahu to Strong's Island.

Sunday Nov 25th 1853.

Moderate winds, and pleasant, steering S.W. at 5 A.M. made Larvis Island bearing S.W. by W. distant 10 miles. at 6 P.M. wore ship to the northward and shortened sail.

Lat by obs. 15° south
Long by Chron 159° 56' West.

Monday Nov 26th 1853.

Light winds from the eastern board, and pleasant. Ship laying aback under short sail. at 5 A.M. made all sail, and steered S.W. at 6 P.M. shortened sail for the night.

Lat by obs 20° 25' south
Long by Chron 160° 36' West.

Tuesday Nov 27th 1853.

Light winds from the eastern board, and pleasant. steering S.W. at sun down shortened sail, and steered W.

Wednesday Nov 28th 1853.

Moderate breezes from E. and pleasant steering to the northeast. by the wind. at daylight made all sail, and steered S.W. at sundown shortened sail.

Lat by obs 20° 35' south
Long by Chron 162° 40' West.

Thursday Nov 29th 1853.

Moderate breezes from W.E. and pleasant

From Calu to Strong, Island.

At daylight made all sail, and steered N. 1
at 6 P.M. shortened sail, and steered S. E.
by the wind.

Friday Dec 30th 1853.

Moderate winds from the northeastern board
and pleasant, steering S. E. by the wind.
At daylight made all sail and steered
N. E. by N. and E. by N. at sun down
shortened sail.

Lat by obs 00° 56' South,
Long by Chro 165° 32' West.

Saturday Dec 1st 1853.

Moderate winds from E. and pleasant, steering
N. at daylight made all sail.

Lat by obs 00° 16' South
Long by Chro 166° 43' West.

Sunday Monday Dec 2nd 1853.

Moderate breezes from the eastern board.
and pleasant, steering southeasterly by the wind.
At daylight steered N. I smoked ship to
day, to kill the Ketch, at 6 P.M. shortened
sail, and steered S. E. by the wind.

Tuesday Dec 3rd 1853.

Pleasant breezes from E. by E. steering S. E.
at daylight made all sail and steered
Westerly, at 6 P.M. shortened sail,
and spoke the Bark Harriet of Fair Haven

Lat by obs 00° 56' South
Long by Chro 168° 26' West.

From Oahu to Strong's Island,

Tuesday Dec 4th 1853.

Moderate breezes from E. and pleasant. Cruising to the westward, and taking sail night, at 10 P.M. put Heavaka down, one of the Boatstewards in Irons, for refusing to do something that the Capt. set him at.

Lat by obs 1.00 South,
Long by Chron 169° 48 West.

Wednesday Dec 5th 1853.

Light winds from E. and pleasant. Steering W. at 6 P.M. hauled, under short sail.

Lat by obs 1.40 South,
Long by Chron 170° 53 West.

Thursday Dec 6th 1853.

Light winds from E. and pleasant. Ship, laying aback. At daylight made sail and steered W. by W. spoke the Bark Harvest.

Lat by obs 1.00 South,
Long by Chron 172° 15 West.

Friday Dec 7th 1853.

Moderate breezes from E. and pleasant. Steering W. by W. with all sail set. Bark Harvest in sight.

Lat by obs 00° 52 South,
Long by Chron 173° 11 West.

Saturday Dec 8th 1853.

Light air from the Southern board and pleasant. Steering W. by W. and W. by W. the Bark Harvest, of Fair Haven in sight.

Lat by obs 00° 44 South,
Long by Chron 173° 47 West.

From Oahu to Strong's Island.

Sunday Dec 9th 1853.

Pleasant breeze from the eastern board, and fine weather, steering W. by N. with all sail set. at 5 P.M. the Bark Harvest, which had been in sight for several days, dropped astern out of sight. at 6 P.M. steered W.

Lat by obs 00° 28 South.

Long by Chron 175° 57 West.

Monday Dec 10th 1853.

Light winds from the eastern board, and pleasant. A sail in sight ahead. at 6 P.M. light rain.

Lat by obs 00° 12 South.

Long by Chron 176° 59 West.

Tuesday Dec 11th 1853.

Light winds from the eastern board, and fair weather. steering W. at noon squalls of wind and rain. Spoke the Bark, J. C. Donnell, of New Bedford, Chary.

Wednesday Dec 12th 1853.

Variable winds and weather, steering W. at noon calm, and cloudy.

Thursday Dec 13th 1853.

Light baffling winds, and squally, steering W. Latter Part, light breeze from N.W. and cloudy weather, a sail in sight astern, it is probably the Bark J. C. Donnell, which we spoke the day before yesterday.

From Oahu to Strongy Island.

Friday Dec 14th 1853.

Light winds from the N.E. and pleasant, steering W. with all sail set.

Lat by obs 00° 14' South.

Long by Chron 158° 20' East.

Saturday 15th 1853.

Baffling winds, and squally, steering W.

Lat by obs 00° 12' South.

Long by Chron 157° 17' East.

Sunday Dec 16th 1853.

Light air, from the eastern board, with occasional squally, steering W.

Lat by obs 00° 00' —

Long by Chron 156° 20' East.

Monday Dec 17th 1853.

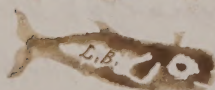
Very light air from E. and pleasant, steering about W. with all sail set.

Lat by obs 00° 07' South.

Long by Chron 155° 30' East.

Tuesday Dec 18th 1853.

Light air from East, and pleasant steering W. at 7 A.M. hove to for Black Fish, and struck three, and saved two of them. The other the Iron drew out from, got them on board about 11 A.M. and steered W. again.



Lat by obs 00° 02' South.

Long by Chron 154° 41' East.

From Oahu To Strong's Island.

Wednesday Dec 19th 1853.

Light air from E. and pleasant. Employed in bailing our Blackfish. saw a Brig steering W. N. W.

Lat by obs $16^{\circ} 16'$ South,
Long by Chro $174^{\circ} 09'$ East.

Thursday Dec 20th 1853.

Moderate breeze from the eastern board and pleasant. At 4 A.M. made Hydunham Island, and in the course of the forenoon, as we were passing it a few Canoes came off to us with a few Coconuts. Mats &c to barter for our trifles, they could get for them. At half an hour from noon had cleared the Island, and steered W.

Lat by obs $00^{\circ} 04'$ South,
Long by Chro $173^{\circ} 04'$ East.

Friday Dec 21st 1853.

Light air from the eastward, and pleasant. steering S. W. by W. with all possible sail.

Lat by Obs $00^{\circ} 20'$ South,
Long by Chro $170^{\circ} 58'$ East.

Saturday Dec 22nd 1853.

Moderate breeze from the north east. and pleasant. steering S. W. by W. at 3 P.M.



looked for a school of sperm Whales, but without success.

From Oahu to Strong's Island.

Sunday Dec 23rd 1853.

Light air from N.E. and pleasant, steering S.W. by W. at 3 P.M. made Ocean Island bearing S.W. by W. distant by estimation 25 miles. At 2 P.M. came up with the Land, and lay off and on the remainder of the day, trading with the natives for Fowls, Pumpkins, and Coconuts. The Capt. went on shore in the meantime to trade with two or three Europeans, who have settled here. At 9 P.M. sail from the Island, steering W. took one man off the Island, as a passenger for Strong's Island.

Monday Dec 24th 1853.

Very light air from the northwestern breeze, and pleasant, at 4 P.M. calm.

Lat by obs 14.09 South.

Long by Chron 168.55 East.

Tuesday Dec 25th 1853.

Light air from the north west, and squally spoke Ship, Atlantic of Kentucky, Coleman, with 900 lbs Sperm Oil, at 5 P.M. calm.

Wednesday Dec 26th 1853.

Light air from the north East, and pleasant, saw three Schools of Sperm Whales, in the course of the day, all of the going very fast, lowered for two of the schools but with no success.

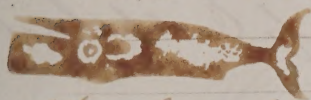
Lat by Obs 00.12 South.

Long by Chron 168.39 East.

From Oahu to Strong's Island.

Thursday Dec 27th 1853.

Squally weather, steering W. when the wind permitted us towards Calm, and clear, made pleasant Island, bearing W. by W. at 3 P.M. squally again, lowered for a Sperm Whale, the Starboard Boat struck at 4 P.M. took the Whale along side, and made all fast for better weather.

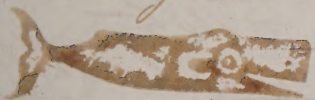


Friday Dec 28th 1853.

Light air from the eastern board, and pleasant at 5 A.M. commenced cutting, and finished at 9 A.M. Pleasant Island distant 4 miles to the W. W. two sail in sight, at noon stood into the Land, and lay off and until night, trading for Hogs, and Coconuts, at 7 P.M. steered W. with all sail set.

Saturday Dec 29th 1853.

Very light air from the eastern board, and fair weather, at 7 A.M. commenced boiling, at noon lowered for a Sperm Whale, and the Bark J. C. Donnell lowered for the same Whale, but went so fast that neither of us got near them. and after a pull of four hours, we gave up the chase Pleasant Island in sight from the Mast Head bearing S. E. by S.



Sunday Dec 30th 1853.

Calm the most of the day, and pleasant. Lat by Obs 00° 04' North. Long by Obs 166° 13' East.

From Oahu to Strong's Island.

Monday Dec 31st 1853.

Calm pleasant weather, the Bark J. C. Donnell in sight, at 4 P.M. squalls from W. at 6 P.M. a moderate breeze from W. N. W. steering W by E. spoke the Bark J. C. Donnell.

Tuesday Jan 1st 1853.

Baffling winds, and rain, lowered our boats in company with the J. C. Donnell for a Finback Whale, and two or three Killers, supposing them to be Sperm Whales, at noon, fresh breeze from W. W. by E. with occasional squalls, steering W. N. W. by the wind.

Wednesday Jan 2^d 1853.

Strong gales from W. and squall, steering E. W. E. by the wind.

Lat by obs $2^{\circ} 11'$ North.
Long by Chron $165^{\circ} 29'$ East.

Thursday Jan 3^d 1853.

Fresh breeze from W. steering E. W. E. at 7 A.M. tacked to W. N. W. spoke the Ship Cambria of New Bedford, Pease, saw the Bark J. C. Donnell, to leeward, at 2 P.M. tacked to the E. W. E. again, and at 7 P.M. went around again to W. N. W.

Lat by obs $2^{\circ} 11'$ North.
Long by Chron $165^{\circ} 46'$ East.

From Oahu to Strong's Island,

Friday Jan 4th 1853.

Moderate breezes from the northern bore
pleasant. Latter part fresh breezes and clouds

Left by obs 3⁰⁰ 26 North

Long by Chd 166⁰⁰ 46 East.

Saturday Jan 5th 1853.

Fresh breezes from ex. co. E. at 5 A.M. the
wind veered suddenly to W. S. W. with squalls
and rain. Steered E. W. by W. at noon
Calm. Latter part fresh breezes from N. E.
steering E. W.

Sunday Jan 6th 1853.

Fresh breezes from N. E. steering E. W. at
noon pleasant breezes and fine weather, steering
W. with all possible sail set.

Left by Obs 5⁰⁰ 07 North.

Long by Chd 164⁰⁰ 11 East.

Monday Jan 7th 1853.

Moderate breezes from N. E. and pleasant
steering W. at 3 A.M. made strong
bearing E. W. and hauled up for it.

At 4 P.M. took a Pilot, who conducted
us into the weather Harbor of Strong's
Island. at 5 P.M. came to anchor
in 9 fathoms water; and made all snug
Saw the Ship Prosimbo laying off
and on. and found the Ship Emily
Morgan at anchor. All ready for sea
but wind bound, and has been for three weeks

Strong's Island.

Tuesday Jan 8, 1856.

Moderate breeze, and pleasant, one watch on liberty, the other employed in washing ship, and getting wood.

W

Wednesday Jan 9, 1856.

Strong trade winds, and squally, one watch on liberty.

Thursday Jan 10, 1856.

Strong trade, and squally, one watch on liberty the other employed, in painting ship, and getting wood, saw a Bark pass the Island.

Friday Jan 11, 1856.

Strong trade, and squally, employed in painting ship, one watch on liberty.

Saturday Jan 12, 1856.

Fresh trade, and pleasant, employed in getting wood, and painting ship, one watch on liberty.

Sunday Jan 13, 1856.

Fresh trade winds, and pleasant, all but two or three of the crew had liberty to go on shore to meeting, at the Missionary's house

Monday Jan 14th 1856.

Fresh trade, and pleasant, employed in painting ship, one watch on liberty.

Strong's Island.

^{by} Tuesday Jan 15, 1856.
Fresh trades, and squally, employed in painting, and getting Wood, on water on liberty.

^{by} Wednesday Jan 16, 1856.
Fresh trades, and squally, employed in painting, getting &c, one Watch on liberty.

^{by} Thursday Jan 17th 1856.
Fresh trades, and pleasant, employed in getting Wood, and Water, and clearing up ship for sea. Carried Anchors outside the reef, and at night were all ready to haul out the first moderate day.

^{by} Friday Jan 18, 1856.
Fresh trades, and pleasant, ship ready for sea, but no chance to get out.

^{by} Saturday Jan 19, 1856.
Fresh trades, and squally, no chance for getting to sea.

^{by} Sunday Jan 20th 1856.
Strong trades, and squally, no sight for getting out.

^{by} Monday Jan 21, 1856.
Strong trades, and passing squalls.

^{by} Tuesday Jan 22, 1856.
Strong trades, and pleasant, very little to do, and no chance of getting out of this.

Strong Island.

Wednesday Jan 23, 1856.
Fresh trades, and squally, passing off
time, in fowling, fishing &c.

Thursday Jan 24, 1856.
Fresh trades, and squalls, no chance
to get to sea.

Friday Jan 25th 1856.
Fresh trade winds, and pleasant.

Saturday Jan 26, 1856.
Fresh trades, and squally, no chance
to get to sea.

Sunday Jan 27, 1856.
Strong trades, and pleasant.

Monday Jan 28th 1856.
Very strong trades, and squally.

Tuesday Jan 29th 1856.
Strong trades, and pleasant.

Wednesday Jan 30th 1856.
Strong trades, and pleasant weather.

Thursday Jan 31, 1856.
Strong trades, and squally, no signs
yet of any opportunity to get out of the
the ketches as have every day by turning,
so we have nothing to do on board.

Strong's Island.

Friday Feb 1. 1856.
Strong trade, and pleasant weather.

Saturday Feb 2. 1856.
Fresh trade, and pleasant weather.

Sunday Feb 3. 1856.
Fresh trade winds, with occasional squalls.

Monday Feb 4. 1856.
Strong trade, and pleasant weather. To day we discovered a plan, arraigned by the crews of the three ships in this harbor to desert, and defend themselves from capture on shore. The number of this gang as near as we can ascertain at present is thirty six. They are a part of our own ship's crew, a part of the ship Emily Morgan's, and a part of the ship Florida's, and headed by the latter ship's steward, and one of her boatstewards. They had already stolen two or three muskets with powder, and taken from the Florida, besides some cutting spades, and her boarding knives, and had arraigned a plan to rob the King, and the Chiefs of their arms on shore. The filibustering party are discovered in time however, to be easily subdued; even now the ringleaders are in Irons. (viz. the Florida's steward, and one of her boatstewards,) we shall probably find out who they all are in a few days.

Strong's Island.

by
Thursday Feb 5, 1856.

Fresh trades, with squalls, and rain.
The Plot that was discovered yesterday, has been more fully developed to day, it appears by the account of those who have exposed the whole affair, that they were to have been assisted by a lot of Rotuman natives, now living on this Island, only four of our men were implicated, they were three Frenchmen and an Easter Island Canoe man, and now they deny it, but their names were signed to their written articles, they are all quite ashamed of the affair, and are glad to be out of it.

by
Friday Feb 6, 1856.

Fresh trades, and pleasant weather.

by
Saturday Feb 7, 1856.

Fresh trades, and pleasant. Employed in Taring the rigging. at 5 A.M. it was calm, and we made an attempt to get to sea, but the trades soon came down fresh and we were obliged to give it up.

by
Sunday Feb 8th 1856.

Strong trades, and pleasant weather.

by
Monday Feb 9th 1856.

Heavy squalls from E. at 6 A.M. calm, attempted to haul the Florida out, but did not succeed, at 7 A.M. strong trades again, Don't know how long we shall have to lay here.

Strong's Island.

Sunday Feb 10. 1856.

Strong Trade Winds, and pleasant weather.

Monday Feb 11. 1856.

Heavy squalls, from E. at 6 A.M. a heavy sea setting in to the Harbour.

Tuesday Feb 12. 1856.

Strong trades, and pleasant weather.

Wednesday Feb 13th 1856.

Heavy squalls, and rain. Constructed a large shelter to day, from the trunk of a large tree, by leaving a portion of the largest beam fast to it to serve as floor, and loading the whole with rocks, firmly lashed on.

Thursday Feb 14. 1856.

Heavy squalls, with rain. at 10 A.M. strong trades again.

Friday Feb 15. 1856.

Fresh trades, and Heavy Squalls.

Saturday Feb 16th 1856.

Strong trades, and squally. Nothing to do but catch Bely, and shoot Ridgions, of which there is a plenty.

Sunday Feb 17th 1856.

Very strong, trade winds and pleasant weather. all hands praying for a chance to get clear of this lonesome Hole.

Strong's Island.

Monday Feb 18. 1856.

Strong trades, and pleasant weather.

Tuesday Feb 19. 1856.

Strong trades, and pleasant weather.

Wednesday Feb 20. 1856.

Fresh trade winds, and pleasant weather.

Thursday Feb 21. 1856.

Fresh trades, and pleasant weather.

Friday Feb 22^d. 1856.

Strong trades, and pleasant weather.

Saturday Feb 23. 1856.

Strong trades, with occasional squalls.

Sunday Feb 24. 1856.

Strong trades, or rather gales, and squally.

Monday Feb 25th. 1856.

Heavy gales, with almost constant rain.

Tuesday Feb 26. 1856.

Fresh trades, with occasional squalls.

Wednesday Feb 27. 1856.

Strong trades, with heavy squalls.

Thursday Feb 28. 1856.

Strong trades, and pleasant weather.

Friday Feb 29. 1856.

Fresh trades, and pleasant weather.

Strong's Island.

Saturday March 1. 1856.

Fresh trades, with and occasional squall.

Sunday March 2. 1856.

Fresh trades, and pleasant weather.

Monday March 3. 1856.

Strong trade winds, and pleasant weather.

Tuesday March 4. 1856.

Moderate trades, with frequent heavy squalls.

Wednesday March 5. 1856.

Strong trades, and squally, no signs of our getting away from here.

Thursday March 6th 1856.

Fresh trade winds, and squally, no chance to get out although, we have made such preparations, as we think will enable us to get us all three ships out the first moderate day, by helping each other.

Friday March 7th 1856.

Light air from the eastern board and pleasant, at daylight we made a move to get out, but did not succeed, as the trades soon blew on again quite fresh. At 7 P.M. light trades, and the sea getting smooth, we have strong hope of getting out tomorrow, and none of us will be sorry to leave this place. I'll ranch, Redgown, and Cely are getting quite scarce.

Departure from Strong's Island.

Saturday March 8, 1856.

Moderate breeze from N.E. and pleasant. At 5 A.M. commenced preparations for sailing out the ship. The ship Florida first, and at 9 A.M. had her outside of the reef with all sail set. Next we took the ship Emily Morgan, and at 1 P.M. had her outside under, and then came our turn at 3 P.M. we were also underway outside of the reef, after having wind bound more than seven weeks, after we were ready for sea, but it will take us another day to get our stream anchors, Kedges, and lines from the reef, before we can proceed on our voyage. Our wooden, and rock anchors, we shall leave where they are,

Sunday March 9, 1856.

Light baffling winds, and squalls of rain. Laying off and on to get our anchors, and lines from the reef. At 4 P.M. had got all on board, at 7 P.M. moderate breeze from S.E. and squally. Steered N.E. Strong's Island bearing S.W. distant five miles, at midnight Strong Trades,

Monday March 10, 1856.

Strong trades, and squally. Steered N.W. at 1 P.M. had to single reef the topsails, at 6 P.M. Steered N.W. by W. & W.

Lat by obs $8^{\circ} 12'$ North.

Long by Chron $160^{\circ} 14'$ East.

The man we brought from Ocean Island is still on board, as he wished to remain.

From Strong's Island to Guam.

Tuesday March 11. 1856.

Fresh trades and pleasant, steering S^{W} by W .

Lat by Obs $9^{\circ} 12'$ North.

Long by Chron $160^{\circ} 14'$ East.

Wednesday March 12. 1856.

Fresh trades, and pleasant, steering W by S with all drawing sail set.

Lat by Obs $10^{\circ} 50'$ North.

Long by Chron $157^{\circ} 21'$ East.

Thursday March 13th 1856.

Fresh trade winds, and pleasant, steering S^{W} by W . At 4 P.M. spoke the Ship, Henry Keneland, Whelan, Master.

Lat by Obs $11^{\circ} 25'$ North.

Long by Chron $154^{\circ} 40'$ East.

Friday March 14th 1856.

Moderate trade winds and pleasant weather. Steering W by W with all possible sail set.

Lat by Obs $12^{\circ} 05'$ North.

Long by Chron $151^{\circ} 58'$ East.

Saturday March 15th 1856.

Moderate trades, and pleasant, steering W by W .

Lat by Obs $12^{\circ} 43'$ N.

Long by Chron $149^{\circ} 29'$ E.

Sunday March 16. 1856.

Moderate trades, and pleasant, steering W by W with all drawing sail set.

Lat by Obs $13^{\circ} 03'$ N.

Long by Chron $147^{\circ} 16'$ E.

Arrival at Guam.

Monday March 17, 1856.

Light trades, and pleasant, steering W. by N. Saw a Bark, steering N. W. at 9 A.M. under the Island of Guam bearing N. W. by W. distant about 40 miles, at noon light airs steering up for the E. end of the Island, at 6 P.M. were close in at the east end of the Island, and at 8 P.M. hauled aback. Saw six ships laying off and on.

Tuesday March 18, 1856.

Light winds and pleasant, laying off and on, at Guam, the Capt on shore.

Wednesday March 19, 1856.

Light winds and pleasant, laying off and on, at Guam, the Capt on shore, at noon the Captain came on board, but soon returned on shore, again.

Thursday March 20th 1856.

Fresh trades, and pleasant, laying off, and on at Guam, got half a Tunn of Irish Potatoes, out of the ship Franklin and a few Coxons, at 3 P.M. made all sail for the Island of Rota, which lies to the N. E. of Guam, and in sight in clear weather.

Friday March 21, 1856.

Fresh breezes from N. E. by E. carrying all sail to beat up to Rota, at 11 A.M. were close in, and the Capt went on shore, at 5 1/2 P.M. the Boat returned, and reported that the Capt intended to remain on shore, the Briganza laying off and on in company.

Laying off and on at Guam.

Saturday March 22. 1856.

Pleasant breeze, and fine weather. Laying off and on at Rota, at 9 A.M. the Capt came on board, after having chased the ship nearly all night, to catch her, after having set me word that he should stay on shore, he concluded to come off, with the Capt of the Ship Brigancia, and as I could not possibly know of his altering mind, he had to get on board as he could, which was to chase me until I thought I had got far enough to windward to haul aback and lay for daylight. At 6 P.M. the Capt went on shore again, and at 8 P.M. I sent in two other boats, to bring off some people who are to take passage with us down to Guam, at 11 P.M. all on board & in number, of the Passengers, hoisted up the boats and made all possible sail for Guam, at 5 P.M. arrived at Guam hauled aback, and landed the Passengers, and their baggage, The Capt also went on shore, leaving the ship to lay off and on

Sunday March 23. 1856.

Moderate winds, and pleasant. Laying off and on at Guam, the Capt on shore, at 7 A.M. the Capt came on board, and gave me an invitation to go on shore with him which I accepted. At 6 P.M. I came on board

Monday March 24. 1856.

Fresh breeze and pleasant. Laying off and on at Guam, took on board about 2 1/2 tons of sweet potatoes.

Departure from Guam.

Tuesday March 25th 1886.

Light trade, and pleasant, laying off and on at Guam. Taking on board sweet potatoes,

My

Wednesday March 26th 1886.

Light trade winds, and pleasant, at 10 AM, the Capt came on board, and made all sail for the Japan Sea, steering N.W. by W.

Thursday March 27th 1886.

Moderate trade winds, and pleasant, steering N.W. by W. Spoke Ship, John Howland, of New Bedford.

Lat by Obs $14^{\circ} 43'$ North.

Friday March 28th 1886.

Moderate breezes from E.N.E. and pleasant, steering northwesterly. Spoke the Ship, Marengo, of New Bedford. Skinner, 5 months out with 40 blks. sperm Oil.

Lat by Obs $16^{\circ} 04'$ North.

Long by Chron $141^{\circ} 29'$ East.

Saturday March 29th 1886.

Light winds from E.N.E. and pleasant, steering N.W. by W. with all possible sail set.

Lat by Obs $17^{\circ} 20'$ North.

Long by Chron $139^{\circ} 42'$ East.

Sunday March 30th 1886.

Light airs from the southeastern board, and pleasant, steering N.W. by W. $\frac{1}{2}$ W. two ships in sight.

Lat by Obs $17^{\circ} 54'$ North.

Long by Chron $138^{\circ} 29'$ East.

From Guam to the Japan Sea,

Monday March 31. 1856.

Light winds from the southeastern board, and steering Cr. by W. Two Ships in sight.

Lat. by Obs $18^{\circ} 36'$ North.

Long. by Chro $137^{\circ} 11'$ East.

Tuesday Apr 1. 1856.

Light airs from the westward, and pleasant. Steer Cr. by the wind. at 9 P.M. light airs from the eastward, steer W. saw three ships, and sun set.

Lat. by Obs $19^{\circ} 49'$ North.

Long by Chro $136^{\circ} 30'$ East.

Wednesday Apr. 2. 1856.

Light airs from the eastward, and pleasant. Steer W. latter part squally.

Lat. by Obs $20^{\circ} 08'$ North.

Long by Chro $134^{\circ} 46'$ East.

Thursday Apr 3. 1856.

Crush breezes from S. W. C. Steer Cr. by W. by W.

Lat. by Obs $20^{\circ} 29'$ North.

Long by Chro $133^{\circ} 58'$ East.

Friday Apr 4. 1856.

Pleasant breezes from the eastward, and fine weather, steering Cr. by W. by W.

Making great calculation on doing something this season, and going home, I think I shall go any day.

Lat. by obs $21^{\circ} 05'$ North.

Long by Chro $131^{\circ} 04'$ East.

From Guam to the Japan Sea.

Saturday Apr 5. 1856.

Light winds from the south-westward, and pleasant. Latter part light winds from the westward, with rain, and fog, steering northwesterly.

Lat by Obs $22^{\circ} 50'$ North
Long by Chron $139^{\circ} 32'$ East.

Sunday Apr 6. 1856.

Light winds from the northward, and fair weather steering N.W. by the wind.

Lat by Obs $23^{\circ} 26'$ North.
Long by Chron $128^{\circ} 31'$ East.

Monday Apr 7. 1856.

Moderate breezes from the eastward, and pleasant, steering N.W. by W.

Lat by Obs $24^{\circ} 06'$ North.
Long by Chron $127^{\circ} 23'$ East.

Tuesday Apr 8th 1856.

Pleasant breezes from the south-eastward, and pleasant, steering N.E. by W.

Lat by Obs $24^{\circ} 44'$ North.
Long by Chron $126^{\circ} 44'$ East.

Wednesday Apr 9. 1856.

Pleasant breezes from S. and fine weather. Latter part fresh gales from S.W. and hazy weather, at 6 P.M. foggy, and strong appearances of a heavy gale.

Lat by Obs $27^{\circ} 30'$ North
Long by Chron $126^{\circ} 19'$ East.

From Guam to the Japan Sea;

Thursday Apr 10. 1856.

Strong gales from N.E. by E. and smoky weather the ship lay under short sail.

Friday Apr 11. 1856.

Strong gales from N.E. by E. and pleasant weather steering N.W. by the wind. at noon began to moderate. at 4 P.M. moderate gales.

Saturday Apr 12. 1856.

Light winds from E. by E. with a spell of fog. steering about N. by the wind.

Lat by Obs 30° 30' North.

Long by Chron 126° 09' East.

Sunday Apr 13. 1856.

Light winds from the southward. and thick rainy weather. steered from N.E. by E. to N. by N. with all drawing sail set.

Monday Apr 14. 1856.

Strong gales from N.E. by E. and cloudy weather the ship under short sail.

Tuesday Apr 15. 1856.

Strong gales from N.E. by E. and clear weather steering N.W. by the wind. with double reefed topsails out. at 3 P.M. picked a part of a six oared whale boat. at 5 P.M. made Suelpertz Island. bearing about N. at 6 P.M. wind E. by E. wore ship to E. by E.

Lat by Obs 32° 40' North.

Long by Chron 126° 54' East.

From Guam to the Japan Sea.

Wednesday Apr 16, 1856.

Strong gales from E. S. E. and pleasant steering W. by the wind. at 4 P.M. saw Sulphur Island bearing W. W. by W. saw a ship to leeward at 6 P.M. wind E. steered W. S. E.

Lat by Obs $32^{\circ} 13'$ North.
Long by Obs $126^{\circ} 57'$ East.

Thursday Apr 17, 1856.

Strong breeze from S. E. and cloudy. steering W. E. by E. three ships in sight at noon wind S. E. with light rain. at 5 P.M. made the Island of Usamine bearing from E. S. E. to E. S. W. nearest part distant 10 miles. Steered W. E. by W.

Lat by obs $34^{\circ} 44'$ North.

Friday Apr 18, 1856.

Strong gales from S. with rain. steering W. E. by E. at 10 A.M. moderate breeze from W. and fair weather. at the port light winds from W. W. and pleasant. steering W. E. four ships in sight.

Lat by Obs $36^{\circ} 28'$ North.
Long by Obs $131^{\circ} 20'$ East.

Saturday Apr 19, 1856.

Light winds from the south westward, and pleasant. steering northeasterly. at $7\frac{1}{2}$ A.M. made Sagley Island bearing W. by W. at noon passed Deal Rock, several ships in sight.

Lat by Obs $37^{\circ} 20'$ N.
Long by Obs $132^{\circ} 00'$ E.

Cruising in the Japan Sea.

Sunday Apr 20th 1856.

Light winds from the Southeastern board, and
Cloudy weather. Saw six right Whales,
and twice but without success, saw
one Ship, take a Whale, there were
several other Ships in sight.

Monday Apr 21st 1856.

Light air from the Southeastern board, and
Hazy weather, saw 4 Ships, spoke
the Ship, *Queen*, with three Whales
this season, and the *St George* with one,
at 6 P.M. thick fog, at 8 P.M. strong
breeze from N.W. and clear weather,

Lat by Obs 38° 00 North.

Long by Chron 133° 11 East.

Tuesday Apr 22nd 1856.

Strong gales from N.W. and Hazy weather
at 10 A.M. saw a right Whale but it was
too rugged to lower the Boat, at noon it
moderated, at 2 P.M. having kept run
of the Whale, we lowered.

down for it, the Larboard
Boat struck, the Capt got stow in
getting past second Boat, we killed the Whale
however, and at 3 P.M. had it fast alongside

Lat by Obs 37° 46 N.

Long by Chron 133° 46 E.

Wednesday Apr 23rd 1856.

Pleasant weather, Employed in cutting our Whales
at 4 P.M. saw another,

Lat 38° 00 N.

Cruising in the Japan Sea.

Thursday Apr 24. 1856.

Light variable winds, and pleasant. Employed in bailing. lowered twice per night. Whales, but without success.

Saw three Ships.

Lat by obs $38^{\circ} 00'$ North.

Long by Chron $138^{\circ} 45'$ East.

Friday Apr 25. 1856.

Light airs from the W. and foggy. at 10 A.M. clear weather. Employed in bailing at 4 P.M. wind E. with squalls of fog. spoke Ships Habins, and California. with nothing this season.

Lat by Obs $38^{\circ} 14'$ North.

Long by Chron $138^{\circ} 40'$ East.

Saturday Apr 26. 1856.

Fresh breeze from E. S. E. and rainy weather at 10 A.M. finished bailing. at 3 P.M. strong gales from W. N. W. and clear weather spoke the Bark W. S. Perkins of New London. with two Whales this season.

Sunday Apr 27. 1856.

Strong gales from W. N. W. to W. S. W. and cloudy weather.

Lat by obs $38^{\circ} 34'$ North.

Long by Chron $138^{\circ} 38'$ East.

Monday Apr 28. 1856.

Strong gales from W. S. W. latter part light airs, and hazy. saw several Ships.

Cruising in the Japan Sea.

Tuesday Apr 29. 1856.

Strong gale from S.W. and heavy. Saw two right Whales, but it was too ragged to lower for them. at 10 A.M. clear weather. Saw 5 or 6 ships during the day.

Lat by Obs $38^{\circ} 03'$ North.

Long by Chron $134^{\circ} 06'$ East.

W

Wednesday Apr 30. 1856.

Fresh breeze from S.W. and clear weather latter part squally.

Lat by Obs $37^{\circ} 38'$ North.

Long by Chron $133^{\circ} 58'$ East.

W

Thursday May 1. 1856.

Light variable winds, and foggy. Spoke the Ship Northern Light of Fair Haven.

W

Friday May 2. 1856.

Light air from W.N.W. and foggy. Steered to the westward. Saw one Ship.

Lat by Obs $38^{\circ} 28'$ North.

Long by Chron $132^{\circ} 21'$ East.

W

Saturday May 3. 1856.


Light winds from S.W. and smoky weather. Saw 4 right Whales, and lowered twice but without success. Spoke the Ship Speedwell of Fair Haven, with nothing this season.

Lat by Obs $38^{\circ} 27'$ N.

Long by Chron $132^{\circ} 27'$ E.

Cruising in the Japan Sea.

Sunday May 4. 1866.

Breeze from S.W. and fine weather
Saw three right Whales in the morning and
lowered but without success, one ship in
sight saw her Boat down twice, at
 2 P.M. lowered for one right
Whale. The Mast Boat. Struck
and the Larboard Boat got stone, in killing
the Whale, at 5 P.M. took the Whale
alongside. Cut in one of the Lips, and
then lay by for the night.

Lat by Obs $38^{\circ}40'$ North.
Long by Chron $132^{\circ}23'$ East.

Monday May 5. 1866.

Light baffling air from the South-westward
and pleasant. Employed in bailing.

Lat by Obs $38^{\circ}58'$ North.
Long by Chron $131^{\circ}54'$ East.

Tuesday May 6. 1866.

Fresh breeze from the north, and pleasant.
 Latter part light air from the eastern board.
 Employed in bailing.

Lat by Obs $39^{\circ}05'$ North.
Long by Chron $131^{\circ}39'$ East.

Wednesday May 7. 1866.

Fresh breeze from the southern board
and foggy weather, at 8 P.M. Calm
Employed in repairing my Boat,
which was badly stone in taking the last Whale

Cruising in the Japan Sea.

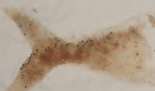
Thursday May 8. 1856.

Fresh breeze from the southern board and foggy. employed in repairing my Boat.

Friday May 9. 1856.

Fresh breeze, from the eastward, and thick fog. Employed in repairing the Last-
saw Boat.

Saturday May 10. 1856.

Light airs from the W. with fog, at 1 P.M. fair weather, at 2 P.M.
 lowered for a right Whale but without success, saw five ships in the course of the day.

Sunday May 11. 1856.

Fresh breeze from S.W. and pleasant. saw a ship to windward.

Lat by obs $39^{\circ} 08'$ North.

Long by Chron $138^{\circ} 11'$ East.


Monday May 12. 1856.

Moderate breeze from S.E.W. and smoky weather.

Lat by obs $38^{\circ} 47'$ N.

Long by Chron $132^{\circ} 36'$ E.

Tuesday May 13. 1856.

Calm smoky weather, lowered our Boat in the morning for a right Whale, and at 4 P.M. lowered again in company with the ship Skudball, but  Lat $38^{\circ} 56'$ N.
without success.

Cruising in the Japan Sea.

Wednesday May 14. 1856.

Light airs from the W. and smoky weather. at 10 A.M. light airs from the southwest. saw three ships.

Lat by Obs $38^{\circ} 43'$ North.

Long by Chron $132^{\circ} 38'$ East.

Thursday May 15. 1856.

Strong breeze from S. and pleasant.

saw two ships, both of which were wheeling round our boats down for a few minutes, for a whale one of the

ships had been chasing. at noon moderate breeze, towards night spoke the ship Mrs Badger, with nothing this season.

Lat by Obs $38^{\circ} 31'$ North.

Long by Chron $133^{\circ} 24'$ East.

Friday May 16. 1856.

Light winds from the S.E. and E. and pleasant. Letter port wind from the Southward.

Lat by obs $39^{\circ} 28'$ North

Long by Chron $132^{\circ} 22'$ East.

Saturday May 17. 1856.

Strong breeze from S. S.W. and pleasant. saw one ship. at 7 P.M. moderate breeze.

Lat by Obs $40^{\circ} 10'$ North.

Long by Chron $130^{\circ} 02'$ East.

Cruising in the Japan Sea.

Sunday May 18. 1856.

Light airs from W. to W. and pleasant. Latter part light airs from the eastward.

Lat by Obs $40^{\circ} 25'$ North
Long by Chron $131^{\circ} 17'$ East.

Monday May 19. 1856.

Fresh breezes from S. E. and pleasant.

Lat by Obs $40^{\circ} 45'$ North.
Long by Chron $133^{\circ} 10'$ East.

Tuesday May 20. 1856.

Fresh breezes from S. E. W. and pleasant. Caught a small Grampus.

Lat by Obs $40^{\circ} 51'$ North.
Long by Chron $136^{\circ} 49'$ East.

Wednesday May 21. 1856.


Fresh breezes from S. E. W. and pleasant. At 8 A.M. saw two Boats. At 8 1/2 A.M. made the Main Land bearing E. at 10 A.M. steered to the westward. Land distant about 10 miles. Saw three Junks. Latter part light winds. Saw two Sail. Spoke the Ship South Boston. Randolph, with two Whales this season.

Lat by Obs $40^{\circ} 55'$ North
Long by Chron 139.03 East.

Thursday May 22. 1856.


Fresh breezes from E. E. and pleasant. Saw three Right Whales. and lowered

Cruising in the Japan Sea.


once but without success; saw the
Sant Boston strike and drew from
 one, as near as I could tell.

Lat by Obs $41^{\circ} 38'$ North
Long by Chron $137^{\circ} 48'$ East.


Friday May 23. 1856.

Moderate breezes from E. S. E. and
cloudy weather. At 11 A.M. saw and
 lowered for right Whales, the
Sant Boston struck and sent
one. At 4 P.M. hoisted up the
the Boat with strong breezes
from S. S. W. and rainy weather.

Saturday May 24. 1856.

Light air from the southern board and
thick fog. saw two right Whales
 At 6 P.M. the fog lit up a little.
lowered down one Boat for a Whale, but
in 10 minutes after it was thick again
and we took up the Boat.

Sunday May 25. 1856.

Strong breezes from S.W. and foggy
at 8 A.M. clear weather. saw a right
 Whale and lowered for it but with
out success. saw a Ship sailing.
Set the part Moderate breezes. saw two more
Whales, and lowered but to no effect.

Lat by Obs $41^{\circ} 48'$ North
Long by Chron $137^{\circ} 38'$ East.

Cruising in the Japan Sea.

Monday May 26. 1856.

Light airs from S.W. and W. and pleasant, lowered
tackle for one Right Whale, saw three
Ships, one of them bailing. Spoke the
Ship, John Howland, saw a number of
Humpback Whales.

Tuesday May 27. 1856.

Calm pleasant weather. Adema Island in sight
to the E. S. E. at noon light airs from E. S. E.
Spoke Ship, Charles Phelps of Stonington
with two Whales, 5 & 6 bls. Saw the
Ship, John Howland strike, and lose a
Whale.

Lat by Obs 41° 27 North
Long by Chron 158° 10 East.

Wednesday May 28. 1856.

Light airs from E. S. E. and rainy weather
at 9 A.M. fresh breezes from N. N. E.
at 10 A.M. fair weather, lowered for
a Right Whale. The Larboard Boat
struck and sunk the Whale,
about one P.M. got on board again
saw nothing more this day.

Thursday May 29. 1856.

Moderate winds from the S.W. and pleasant.
Saw Right Whales quite plenty
saw several Ships, chased Whales
until 5 P.M. when the Waist Boat struck,

Cruising in the Japan Seas.

we killed the Whale, and at P.M. got it alongside, and made all fast for the night saw one ship cutting.

Lat by Obs $41^{\circ} 35'$ North,
Long by Chron $137^{\circ} 46'$ East.

Friday May 30. 1856.

Calm foggy weather, at $7\frac{1}{2}$ A.M. had our Whale cut in, at 9 A.M. moderate from W. and pleasant, at noon commenced boiling, lowered twice for right Whales, but without success, saw five ships, at 6 P.M. light winds from the eastward.

Lat by Obs $41^{\circ} 31'$ North,
Long by Chron $137^{\circ} 46'$ East.

Saturday May 31. 1856.

Crush breezes from the eastward, and rainy weather, saw 8 or 10 right Whales, at 11 A.M. fair lowered for a Whale, but without success, in the afternoon lowered again, but to no effect.


Sunday June 1. 1856.

Strong gales from W. W. E. and clear weather, employed in boiling, saw two ships.


Lat by Obs $41^{\circ} 46'$ North,
Long by Chron $137^{\circ} 05'$ East.

Cruising in the Japan Sea.

Monday June 2. 1856.

Strong gale from E. S. E. and clear weather.
at 1 P.M. moderated, at 9 P.M. saw a
 Whale that appeared to be
sick, lowered down two Boats
the Larboard Boat struck, and killed it.
at noon got it alongside, at 3 P.M. had
it cut in and started the Works again.
Lat by Obs. $41^{\circ} 56'$ North.

Tuesday June 3. 1856.

Light air from the eastern board and pleas-
ant. Employed in bailing, lowered
 twice for right Whales, saw four
Ships, all of them chasing Whales.


Wednesday June 4. 1856.

Light air from the western board, and
foggy, at noon clear weather, Employed
in bailing, at 2 P.M. light rain, and fog
at 4 P.M. clear, again, saw four Ships.

Thursday June 5. 1856.


Fresh breeze from E. S. E. with cloudy
weather and some rain. Employed in
bailing, latter part fair weather,
saw two Ships, at 3 P.M. finished bailing.

Friday June 6. 1856.


Light air from E. and pleasant, saw one
 Whale,
Lat by Obs. $41^{\circ} 48'$ N.

Cruising in the Japan Sea.


Saturday June 7. 1856.

Light air from the southward, and pleasant. Employed in stowing down Oil, saws and lowered for one right Whale
 Saw 4 Ships.


Sunday June 8. 1856.

Light air from the eastern boards, and fair weather, lowered for Right Whales
 the Main Boat struck and the Larboard Boat got stove. The Capt also got fast to the Whale, but both Boats drawn, and the Whale went off, the Larboard Boat got one Man hurt quite bad, when the Whale stove her.

Monday June 9. 1856.

Strong breeze from S.W. with spells of fog. saw several Whales, and
 lowered three times but without success. almost too rugged to whale it.
Lat by Obs $41^{\circ} 52'$ North.
Long by Chron $137^{\circ} 18'$ East.

Tuesday June 10. 1856.

Light winds and pleasant saw two or three Whales, and chased them
 but without success, saw one Ship take a Whale, spoke the Ship Fabius with 9 Whales this season.

Lat by Obs $41^{\circ} 54'$ North
Long by Chron $137^{\circ} 44'$ East.

Cruising in the Japan Sea.

^{by} Wednesday June 11, 1856.

Light air from the N.E. and thick fog, at noon fresh gales from E. N.E. and cloudy weather. saw two Whales, going very fast to N.E. lowered for them however but without success. Latter part light rain.

Thursday June 12, 1856.

Fresh gales from the North east. and raining weather. at 2 P.M. fair weather.

Friday June 13, 1856.

Light winds from N.E. with rain, and fog at 2 P.M. pleasant. saw one Right Whale and lowered for it, the ~~little~~ Boat struck, we killed the Whale, and at 3 P.M. made it fast along side, and layed by for the night.

Lat by Obs 42° 25' North.
Long by Chro 136° 22' East.

Saturday June 14, 1856.

Light air, and fair weather, cut in our Whale, and commenced bailing.

Sunday June 15, 1856.

Light air from the Southeastern board and foggy. at noon clear weather. Employed in bailing, saw two ships, at 3 P.M. foggy.

Lat by Obs 42° 34' North
Long by Chro 137° 20' East.

Cruising in the Japan Sea.

Monday June 16. 1856.

Light winds from the S.E. and foggy until nearly noon, when it cleared up and we saw land to the eastward. Latter part light winds from S.E.W. at 6 P.M. finished sailing.

Lat by Obs $42^{\circ} 45'$ North
Long by Chron $138^{\circ} 40'$ East.

Tuesday June 17. 1856.

Light winds from S.W. and pleasant. Employed in stowing oil. spoke ship Okimrod, with 5 Whales this season.

Lat by Obs $42^{\circ} 52'$ North.
Long by Chron $137^{\circ} 44'$ East.

Wednesday June 18. 1856.

Calm and pleasant. Had a visit from the Master of the ship Okimrod, at 3 P.M. lowered for a right Whale, in company with the Okimrod's Boats. Latter part light breeze from S.W.

Lat by Obs $43^{\circ} 00'$ North
Long by Chron $137^{\circ} 27'$ East.

Thursday June 19. 1856.

Moderate winds from the northern board and pleasant. saw three right Whales and lowered for them. but without success. saw four ships, all of them Whaling. one of them got a Whale.

Lat by Obs $43^{\circ} 25'$ North
Long by Chron $136^{\circ} 55'$ East.

Cruising in the Japan Seas.

Friday June 20. 1856.

calm and pleasant. saw one Whale but
did not lower for it. Latter part
fresh breeze from S.W. saw two ships
at 5 P.M. foggy.

Lat by Obs $43^{\circ}50'$ North.
Long by Chron $136^{\circ}31'$ East.

Saturday June 21. 1856.

Baffling winds, with fog, the most of the
day. Spoke Ship, Geo. Washington of
Wareham, with one Whale, this season
at 3 P.M. calm.

Sunday June 22. 1856.

Strong breeze from S.W. and fair weather.
Latter part strong gale, and foggy.

Lat by Obs $43^{\circ}30'$ North.
Long by Chron $137^{\circ}24'$ East.

Monday June 23. 1856.

Fresh gale from the Southwest, and
thick fog.

Tuesday June 24. 1856.

Light airs from the Southern board and
thick fog.

Wednesday June 25. 1856.

Light air from the Southern board, thick fog,
at 10 A.M. clear weather, saw two sails, at
noon calm. at 3 P.M. light air from S.E.
and foggy.

Lat by Obs $43^{\circ}55'$ N.
Long by Chron $137^{\circ}38'$ E.

Cruising in the Japan Sea.

Thursday June 26th 1856.

Moderate breeze from the Southward, and foggy weather.

Friday June 27th 1856.

Moderate breeze from S.W. and foggy, at 2 P.M. the fog cleared off, with fresh breeze, and cloudy weather, at 9 P.M. raining.

Saturday June 28th 1856.

Fresh breeze from S.W. with thick fog.

Sunday June 29th 1856.

Moderate wind from S. S.W. with fog. Latter part fresh breeze, with fog and rain.

Monday June 30th 1856.

Strong gale from S. S.W. with fog. At 10 A.M. fair weather. Stowed C. under short sail. At 3 P.M. saw Land to the N.E. at 5 P.M. saw Land to the South, and at 8 P.M. had the Land in sight on both beams, at 9 P.M. wore ship to the westward, at this time we were undoubtedly in the west end of Kerouse Straits, which we wish to pass through, but our reckoning to day being doubtful, we dare not to run through in the night.

Lat. by Obs ^{46.15} 46th 15th North
Long by Obs 140th 50th East (doubtful)
140th 50th

Cruising in the Japan Sea.

Tuesday July 1. 1856.

Strong gale from S.W. and clear weather, starting S.C. under short sail, at 6 A.M. made the North Cape in entering Bering straits, & the westward, bearing E. S. E. carried all possible sail, to weather the Cape, and at 8 A.M. passed by about 3 miles from the Land and not more than one from the Bering Sea. Saw a fine Harbor just north of this Cape formed by a reef, and a large Junk and a Schooner in it, a small Town stood upon the shore in this Harbor, at 9 A.M. saw Rock, which stands to the S.E. of the above mentioned Cape at the distance of about 8 miles, at 10 A.M. shaped our course direct through the straits, saw a great many Humpbacks, and Sulphur Bottom Whales. At noon moderate breeze and pleasant. the Land in sight on both sides, spoke the Ships Speedwell, and Werthern Light, with one Whale each this season.

Lat by Obs 45° 45' North.

Long by Chron 142° 06' East.

Wednesday July 2. 1856.

Light air from the Southern land and pleasant. Land in sight to the W. and S. two Ships in sight, saw one of these Ships chasing a Whale of some kind.

Lat by Obs 45° 44' N.

Long by Chron 144° 42' E.

Cruising in the Ochotsk Sea.

Thursday July 3. 1856.

Light airs from the westward, and pleasant.
 Latter part, light air, from the northern land,
 and light rain, spoke the Ship Cyrenus.

Lat by Obs $45^{\circ} 40'$ North,
 Long by Chro $145^{\circ} 36'$ East.

Friday July 4. 1856.

Light air, from the east, and foggy, at 10
 A.M. clear weather, Latter part, pleasant
 breeze.

Lat by Obs $45^{\circ} 26'$ North,
 Long by Chro $146^{\circ} 03'$ East.

Saturday July 5. 1856.

Moderate winds from the E. and W. and,
 pleasant. Land in sight, to the Eastward, saw
 two ships, at 2 P.M. picked up a dead fram-
 pus, which appeared to have been killed by killing.

Lat by Obs $46^{\circ} 03'$ North,
 Long by Chro $147^{\circ} 05'$ East.

Sunday July 6. 1856.

Moderate breeze from the E. and S. and pleasant.
 Saw two ships.

Lat by Obs $46^{\circ} 50'$ North,
 Long by Chro $148^{\circ} 11'$ East.

Monday July 7. 1856.

Calm and pleasant, at 9 A.M. light winds from the
 westward, and foggy, at 3 P.M. clear weather, Land
 in sight to the E. and Cape Anawa to the W. W. W.

Cruising in the Ochotsk Sea.

by
Tuesday July 8. 1856.

Light winds from the western board, and clear weather, with some rain. Spoke the Ship's Tyren Queen, Fabius, Kimrod, Speedwell and Charles Phelps.

Wednesday July 9. 1856.

Light winds from the Eastern board, and pleasant. Saw seven Ships, and Spoke, the Ship Kimrod, Fabius, Jideon Howland, Charles Phelps, and the Bark Friend, at 6 P.M. rainy weather.

Lat by Obs $45^{\circ} 37'$ North
Long by Chron $146^{\circ} 06'$ East.

by
Thursday July 10. 1856.

Fresh gales from W. & cloudy weather. Saw 5 Ships, at 5 P.M. made Cape Unawa bearing W. by N. at 7 P.M. light air.

Lat by Obs $45^{\circ} 45'$ North.
Long by Chron $143^{\circ} 07'$ East.

by
Friday July 11. 1856.

Light-baffling winds from the E. and W. and cloudy weather. working up Unawa Bay in Company with the Ship Kimrod in search of fresh water. at 11 A.M. saw a small right Whale, and burred for it but without success, at 7 P.M. Came to anchor, in $9\frac{1}{2}$ fath water. Mud bottom about 2 miles from the shore, near the head of Unawa Bay, and opposite, to a Japanese Town.

Cruising in the Ochotsk Sea.

Saturday July 12. 1856.

Moderate breezes from the Eastward, with rain. Ship at 12 inches, in Anawa Bay, took on board 65 bbls fresh water, at 4 P.M. fair weather.

Sunday July 13. 1856.

Very light airs from the N.E. and fair weather at 3 P.M. got underway, in company with the Vimrod, and stood out from the Land at 8 A.M. calm rainy weather. Latter part light airs from the North, steering out of the Bay.

Monday July 14. 1856.

Moderate breezes from N.W. and pleasant, steering southeasterly in company with the ship Vimrod. at noon Cape Anawa bore N.W. distant 13. or 12 miles, saw two ships to the eastward of us.

Tuesday July 15. 1856.

Moderate breezes from the southward, and cloudy weather, steered to the eastward.

Wednesday July 16. 1856.

Fresh breezes from the southward and thick rainy weather, spoke the ship Jacon Howland, picked up a dead Grampus, it will probably make 9 or 8 bbls of Oil, well worth seeing in these times,

Cruising in the Ochotsk Sea.

Thursday July 17. 1856.
Fresh gales from W. and cloudy weather.
saw three Ships.

Friday July 18. 1856.
Calm and pleasant. latter part. light air, from
the southern board, and rainy weather. saw 3
Ships.
Lat by Obs 46° 23' N.
Long by Chron 146° 19' East.

Saturday July 19. 1856.
Light winds from the north east, and pleasant
saw five Ships.

Lat by Obs 46° 30' North.
Long by Chron 146° 19' East.

Sunday July 20. 1856.
Moderate winds from the eastern board, and
pleasant. at 1 P.M. made Europa Island
bearing. S. S. E. saw 5 Ships.

Lat by Obs 46° 30' North.
Long by Chron 146° 40' East.

Monday July 21. 1856.
Fresh breezes from S. E. and pleasant. spotted
the Bark Friends, of New London, at
7 P.M. strong gales and thick fog.

Lat by Obs 46° 39' North.
Long by Chron 148° 17'

Tuesday July 22. 1856.
Strong gales from S. E. W. and pleasant. spotted
the ship Florida, with six whalers this season
at 12 M. saw company Island

Cruising in the Ochotsk Sea.

Wednesday July 23, 1856.

Moderate breeze from the westward, and cloudy. Spoke the Ship Florida, of Fair-Haven. Latter part rainy weather, spoke the Ships, Speedwell, and St George, with two Whales each this season.

Thursday July 24, 1856.

Moderate breeze from W. by N. and pleasant. Europa Island in sight, lowered twice for Sulphur Bottom. Spoke the Ship Florida of Fair Haven, and lowered the second time in company with her.

Lat by Obs $46^{\circ}16'$ North.

Long by Chron $147^{\circ}36'$ East.

Friday Sept 25, 1856.

Strong breeze from the E. and S.E. and cloudy weather. Company Island in sight and at noon distant about 15 miles.

Saw a great many Kimbark Whales.

Lat by Obs $45^{\circ}36'$ North.

Saturday Sept 26, 1856.

Fresh breeze from S. by E. and rainy weather, saw a good Kimbark Whales and five or six Ships. Latter part moderate breeze and foggy, with some rain, every thing goes wrong of late, particularly with myself. By the bye, it is nothing so very new either.

Cruising in the Ochotk Sea.

Saturday July 27. 1856.

Moderate breeze from S.W. and pleasant, saw quite a number of Sulphur Bottom Whales. Spoke the Ship South Boston.

Lat by Obs $46^{\circ} 40'$ North.
Long by Chron $143^{\circ} 43'$ East.

Sunday July 28. 1856.

Moderate breeze from S.W. and rainy weather at 6 A.M. lowered for a right Whale, the Larboard Boat struck, and killed the Whale, and at 9 P.M. we took it alongside, and commenced cutting, got the head piece all in, and the layer by for the night. Latter part of the day fair weather.



Tuesday July 29. 1856.

Light winds from the westward, and heavy rain. at 8 A.M. it held up a little, and we finished cutting in our Whale. at noon light airs from the eastward, with fog. Employed in bailing.

Wednesday July 30. 1856.

Light airs from E. and foggy. at 9 A.M. light airs from the northward, and clear weather. Employed in bailing.

Lat by Obs $46^{\circ} 11'$ N.
Long by Chron $147^{\circ} 16'$ East.

Cruising in the Japan Sea.

Thursday July 31. 1856.

Light airs from the north, with light rain, and fog. Employed in bailing.

Friday July 32.

Light winds from the western board and clear fine weather, at midnight finished bailing, the Whale has made 200 blks Oil.

Lat by Obs $46^{\circ} 35'$ North,
Long by Chro $147^{\circ} 48'$ East.

Saturday Aug 2. 1856.

Moderate winds from the westward, and pleasant. Employed in stowing down Oil.

Lat by Obs $45^{\circ} 58'$ North,
Long by Chro $147^{\circ} 48'$ East.

Sunday Aug 3. 1856.

Light winds from the western board, and pleasant, at 9 A.M. lowered for



a right Whale. The Maist Boat, got fast, and we killed the Whale, at 3 P.M. took the Whale alongside, the Capt got stove pretty bad. at 4 P.M. commenced cutting got in the Head and lay by for the night.

Lat by Obs $46^{\circ} 02'$ North,
Long by Chro $147^{\circ} 44'$ East.

Monday Aug 4. 1856.

Fresh gales and pleasant, finished cutting and commenced bailing.

Cruising in the Ochotsk Sea.

Tuesday Aug 5. 1856.

Strong gales from N.E.W. and clear weather.
Employed in bailing. Saw one Ship.

Lat by Obs $46^{\circ} 39'$ North.

Wednesday Aug 6. 1856.

Moderate winds and thick weather. At no light air and pleasant. Employed in bailing. Saw one right Whale.

Lat by Obs $46^{\circ} 32'$ N.

Long by Chron $147^{\circ} 28'$ East.

Thursday Aug 7. 1856.

Light airs from the eastern board and foggy. At 8 A.M. finished bailing.

Friday Aug 8. 1856.

Light airs from the eastern board, and pleasant. Land in sight to the eastward.

Lat by Obs $45^{\circ} 33'$ North.

Saturday Aug 9. 1856.

Light winds from the South, and West and foggy. Saw a Ship, bailing.

Sunday Aug 10. 1856.

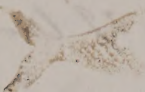
Moderate breezes from the northward, and pleasant. Land in sight to the S. and E. Saw one right Whale, and two Ships.

Lat $45^{\circ} 59'$ N.

Long $147^{\circ} 09'$ E.

Cruising in the Beholsh Sea.

Monday Aug 11. 1856.

Moderate breeze from N.W. & pleasant. saw one right Whale, and lowered  twice for it but without success. Saw two Ships. Europa Island in sight to the eastward.

Lat by Obs $46^{\circ}00'$ North.
Long by Chron $147^{\circ}27'$ East.


Tuesday Aug 12. 1856.

Calm pleasant weather. Europa Island in sight. saw one Ship.

Lat by Obs $46^{\circ}22'$ North.
Long by Chron $146^{\circ}47'$ East.

Wed

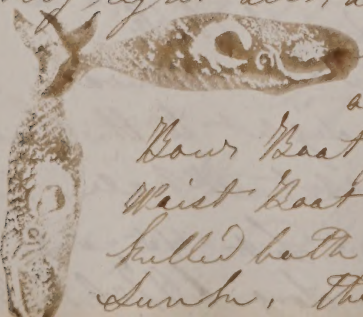
Wednesday Aug 13. 1856.

Light air from the southward and pleasant.  saw one right Whale. saw two Ships, one of them heeling. saw Land to the S.W.

Lat by Obs $46^{\circ}26'$ North.
Long by Chron $147^{\circ}35'$ East.

Th

Thursday Aug 14. 1856.

very light airs, and calm spells, and pleasant.  saw 5 or six right Whales and lowered for them. the Bow Boat got fast to Calf, and the Waist Boat struck the Cow; we killed both Whales, but the Cow sunk. The calf we saved.


Cruising in the Ochotsk Sea.

we were assisted in killing these two Whales
by the Boats of the Bark Friends of
New London.

Friday Aug 15. 1856.

Moderate winds, from the E. S. E. and pleasant
Employed in hailing. Land in sight to the
Southward. Saw the Bark Friends, and
11 P.M. foggy. Lat by Obs 46° 40' N.
Long by Chron 148° 15' E.

Saturday Aug 16. 1856.

Moderate breezes from the S. E. and foggy.
 At 3 P.M. fell in with
a dead Whale, took it along
side and cut it in. Saved all the Bone
got through cutting at noon and commenced hailing

Sunday Aug 17. 1856.

Strong gales from the east. with rain Employed
in hailing at noon had to cool down. at 6 P.M.
fair weather weather. commenced hailing
again.

Monday Aug 18. 1856.

Light winds from the Southward, and foggy.
Employed in hailing. Latter part light
winds from W. with pleasant weather.
Spoke the Ship Syren Queen, with
10 Whales this season. at 9 P.M. finished
hailing.


Cruising in the Ochotsk Sea,

Tuesday Aug. 19. 1856.


Light winds from the southward, and foggy.
Letter part pleasant. ~~Let~~

Lat by Obs. $48^{\circ}30'$ North.
Long by Chron 149.23 East.


Wednesday Aug 20. 1856.

Fresh breeze from S. S. W. and pleasant,
at 5 A.M. foggy, at 4 P.M. the fog lit
 up for a little while, and we
saw a right Whale, saw a
sail to windward.

Thursday Aug 21. 1856.

Fresh breeze from the southward, and
 foggy the most of the time, saw
two right Whales.

Friday Aug 22. 1856.

Fresh breeze from the southward, and
 clear weather, saw four
right Whales, and lowered
twice. the Larbaen boat struck and
drawn from one Whale.

Lat by Obs. $48^{\circ}30'$ North.
Long by Chron 149.53 East.

Saturday Aug 23. 1856.

Fresh breeze from the south, and thick fog.

Sunday Aug 24. 1856.

Light air from the southeastern board,
and thick fog.

Cruising in the Ochotok Sea,

Monday Aug 25. 1856.

Very light air, from the southern board, and foggy.

Tuesday Aug 26. 1856.

Calm foggy weather, at midnight light air, from W. and clear weather.

Wednesday Aug 27. 1856.

Light air, from W. and clear thro' most of the time until 9 A.M. when the wind hauled to S. and the fog came on again. Saw two Ships. Latter part Rain.

Thursday Aug 28. 1856.

Moderate wind, from the southward, with fog, and rain.

Friday Aug 29. 1856.

Fresh breeze, from the southward, with fog and rain. at 2 P.M. the fog lit up by spells. Saw Land to the eastward.

Saturday Aug 30. 1856.

Light air, from the W. and W. and foggy the most of the time.

Lat by Obs 58° 15 North.

Sunday Aug 31. 1856.

Light air, from S.E. and foggy. Towards noon the fog cleared up, with dull cloudy weather.

Lat by Obs 58° 33 North.

Cruising in the Ochotsk Sea.

Monday Sept 1. 1856.

Fresh breeze from S. and cloudy weather at 9 A.M. saw Land bearing E. S. E. saw two right Whales, and lowered for both of them but without success.
Lat by Obs 51° 24' N.

Tuesday Sept 2. 1856.

Fresh gale from the southward. with fog and rain.

Wednesday Sept 3. 1856.

Light winds from the northward. and clear weather. saw two right Whales, the Starboard Boat struck one, but it took the Line and went off with it.

Lat by Obs 51° 36' North
Long by Chron 154° 27' East.

Thursday Sept 4. 1856.

Moderate breeze from the northward. and clear weather. Land in sight to the eastward. saw one ship.

Lat by Obs 51° 45' North.
Long by Chron 154° 56' East.

Friday Sept 5. 1856.

Moderate breeze from the northward. and clear weather. Latter part strong breeze from W. N. W. and cloudy. Land in sight to the Eastward. distant at 1 P.M. about 15 miles.
Lat by Obs 51° 19' North,

Cruising in the Ochotk Sea.

Saturday Sept 6. 1856.

Fresh gales from E.W. & cloudy weather
lowered twice in the morning for a Right



Whale, but without success. Sprung the Fore Topmast
Sent. down the Fore Topgallant Mast,
and unbent the Fore Topsail, and proceeded
to make a new Topmast, at 3 P.M. saw
six right Whales, lowered the Mast, and
Bow Roasts, the Mast Roast, struck, got
the Line foul, and parted it, and the Whale
went off. Land in sight to the S.E.

Lat by Obs 51° 19' N.

Sunday Sept 7. 1856.

Light winds from S.W. and cloudy. Saw
two right Whales, and lowered for them
but without success. Land in
sight to the southward. Employed
in making a new Fore Topmast. Sent
down the old one. E.W. Latter part
foggy weather.

Monday Sept 8. 1856.

Calm foggy weather. Employed in
rigging, and getting up a new Fore
Topmast. saw three Right Whales,
about noon the fog cleared
off. Latter part cloudy weather
got the Fore Topmast, rigged, and
sent the Topsail far aloft, and
bent the sail.

Cruising in the Ochotsk Sea,

Tuesday Sept 9. 1856.

Moderate breeze from N. E. W. and cloudy with showers of rain, saw two right Whales in the morning but did not lower, at 3 P.M. saw Whales again, and lowered for them, the Maist Boat got fast to one, and it took her Line, after a long chase the Larboard Boat struck, and parted her Line, but the Whale brought too, and the Capt set it to spouting blood with a Bomb Lance, and we soon had it dead, at 8 P.M. got it alongside, and made all fast for the night.

Lat by Obs $51^{\circ} 32'$ North.
Long by Chron $158^{\circ} 58'$ East.

Wednesday Sept 10. 1856.

Moderate winds from the W. and pleasant, cut in our Whale, and commenced boiling.

Lat by Obs $51^{\circ} 35'$ North.
Long by Chron $153^{\circ} 30'$ East.

Thursday Sept 11. 1856.

Very light airs from the Southward and pleasant, Employed in boiling.

Saw 10 or 12 right Whales, and lowered twice without success. Saw 4 Ships. Land in sight to the Southward.

Lat by Obs $51^{\circ} 32'$ N.

Cruising in the Ochotsk Sea.

Friday Sept 12. 1856.

Pleasant breeze from the southward, and fine weather. Employed in boiling, saw two right Whales, and lowered for both. Saw two Ships, the Land in sight to the southward, at 9 P.M. finished boiling.

Lat by Obs $51^{\circ} 22'$ North.

Long by Chron $154^{\circ} 30'$ East.

Saturday Sept 13. 1856.

Strong gale from S.E. and rainy weather.

Sunday Sept 14. 1856.

Strong gale from S.E. and thick Fog. Spoke the Barbu Polga, of Fair Haven.

Monday Sept 15. 1856.

Fresh gale from the southward, and fair weather. Employed in stowing Oil. Saw two Ships. Latter part pleasant.

Lat by Obs $51^{\circ} 50'$ North.

Tuesday Sept 16. 1856.

Strong gale from E. S.E. and clear weather. Latter part. Heavy gale, and cloudy.

Lat by Obs $51^{\circ} 59'$ North.

Wednesday Sept 17. 1856.

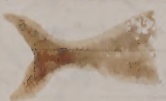
Strong breeze from the W. and fair weather. lowered twice in the afternoon, for right Whales, but without success.

Lat by Obs $52^{\circ} 08'$ North.


Long by Chron $153^{\circ} 37'$ East.

Cruising in the Ochotsk Sea.

Thursday Sept 18. 1856.

Moderate winds from the S. and fair weather. lowered for one right Whale
 the Starboard Boat went on and missed. Latter part fresh breeze from S. S. W. spoke the Ship Cornelius Howland, with 7 Whales, this Season. at midnight strong gale from N. W.


Friday Sept 19. 1856.

Strong gale, from N. W. at 9 A. M. moderate. at 11 A. M. lowered for two
 right Whales. The Starboard Boat struck, and after wards the Larboard Boat got fast, and shot a Bomb Lance into the Whale, the Whale then sounded, the Larboard Boat's Iron drewed, the other Line parted, and the Whale went off. saw one Ship. Latter part calm
Lat by Obs 52° 13 North
Long by Chron 153° 53 East,

Saturday Sept 20. 1856.

Calm cloudy weather. at 7 A. M. Heavy gale from S. S. E. and rainy weather two Islands in sight. one bearing E. and the other about S. E. saw one Ship.

Sunday Sept 21. 1856.

Moderate gale from S. W. and cloudy.
 spoke the Ship Cornelius Howland, at 2 P. M. lowered for a right Whale.

Departure from the Ochotsk Sea,

Monday Sept 22, 1856.

Moderate breeze from S.W. at 8 A.M. calm at 10 A.M. fresh breeze from W. by N. and equally, saw two ships, at 1 P.M. heavy gale from W. by N. and clear weather, steering S.W. under short sail.

Lat by Obs $52^{\circ} 12'$ North
Long by Chron $152^{\circ} 43'$ East.

Tuesday Sept 23, 1856.

Strong gale from W. by N. and clear weather ship lying too under short sail, at 6 A.M. saw the land to the S.E. at midday moderate.

Lat by Obs $50^{\circ} 24'$ North
Long by Chron $153^{\circ} 24'$ East.

Wednesday Sept 24, 1856.

Fresh gale from W. by N. steering for the north (safe) passage out of the Ochotsk Sea, noon were in it, steering S.W. with light winds from the North, at 4 P.M. baffling winds, at 6 P.M. fresh gale from E. by N. steering S.W. by the wind, at midnight strong gale. Board off.

Lat by Obs $49^{\circ} 49'$ N.

Thursday Sept 25, 1856.

Strong gale from E. by N. and rainy weather, steering southeasterly by the wind, at 4 P.M. moderates, at 6 P.M. light air from S.E. steered E. by N. by the wind, at midnight light winds from the western board.

From the Ochotah

Friday Sept 26. 1856.

Light air from the W. and, W. with
a rugged sea from the E. steering E.
W. E. at 4 P.M. wind very baffling.
Letter part Calm.

Lat by Obs 48° 59 North.
Long by Chron 156° 23 East.

Saturday Sept 27. 1856.

Calm, cloudy weather, with down rain.
at 5 A.M. light air from S.E. at 3 P.M.
light air from W. steering E. W. E.

Sunday Sept 28. 1856.

Light winds from the west and north
west, and pleasant. steering E. W. E.

Lat by Obs 48° 59 North.
Long by Chron 157° 58 East.

Monday Sept 29. 1856.

Moderate winds from the westward, and
pleasant. steering E. W. E. at 2 P.M.
and Eclipse of the Sun and Moon
came on, which did not pass off until
nearly 4 O'clock.

Lat by Obs 49° 07 North.
Long by Chron 160° 28 East.

Tuesday Sept 30. 1856.

Fresh gale from S. and pleasant
steering E. W. E. at noon steered
E. at 4 P.M. had to take in the
light sails. at 8 P.M. strong gale.

Lat by Obs 49° 08 North
Long by Chron 163° 53 East.

Sea to Lahina, Maui.

Wednesday Oct 1, 1856.

Heavy gales from S. and cloudy weather, steering E. at 7 P.M. rainy weather, at midnight moderate gales from S.W. and fair weather.

Thursday Oct 2, 1856.

Light winds from the westward and pleasant, steering E. S. E. Latter part moderate breeze from S.E. ship heeled E. N. E. by the wind.

Lat by Obs 49.33 North.
Long by Chron 150.38 East.

Friday Oct 3, 1856.

Moderate breezes from S.E. at 4 A.M. strong gales from S. and rainy weather, steering S. E. at 4 P.M. steered E.

Saturday Oct 4, 1856.

Strong breezes from S. and cloudy weather with some rain, steered E.

Sunday Oct 5, 1856.

Light air from S.E. and S. with rain and fog, steering from E. N. E. by the wind, to E. N. E. at little over.

Monday Oct 6, 1856.

Strong breezes from S. with rain, and fog, at 9 A.M. fair weather, at 1 P.M. foggy again.

Lat by Obs 47.45 North
Long by Chron 157.42 West.

From the Ochotah

Monday Oct 6. 1856.
Strong breeze from S. and foggy weather
Steering E. by S.

Tuesday Oct 7. 1856.
Strong breeze from S.E. W. and foggy
weather. Steering E. by S.

Wednesday Oct 8. 1856.
Moderate breeze from the Western
bore, and fair weather. Steering E.
S.E. Employed in washing Ship.
Lat by Obs 43° 58' N.
Long by Chron 164° 22' West.

Thursday Oct 9. 1856.
Fresh breeze from the N. and W. &
fair weather. Steering E. S.E. emp-
loyed in washing Board.
Lat by Obs 42° 06' North.
Long by Chron 161° 57' West.

Friday Oct 10. 1856.
Strong gale from E. S.E. and rainy weather
Steering S.E. and S. S.E. at 7 P.M.
the gale began to moderate. Steered S.E. by S.

Saturday Oct 11. 1856.
Fresh breeze from E. S.E. and E. steer-
ing southeasterly by the wind, with
nearly all sail set. Employed
in washing Board.
Lat by Obs 37° 13' North.
Long by Chron 160° 13' West.

Sea to Lahina, Maui.

Monday Oct 12, 1856.

Light winds from E. and E. N. E. and pleasant. Steering southeasterly by the wind.

Lat by Obs. $34^{\circ} 43'$ North.

Long by Chron. $158^{\circ} 45'$ West.

Monday Oct 13, 1856.

Light winds from the Eastward, and pleasant. Steering southeasterly by the wind.

Employed in drying, and bunching Bone.

Lat by Obs. $33^{\circ} 00'$ North.

Long by Chron. $158^{\circ} 07'$ West.

Tuesday Oct 14, 1856.

Light winds from the eastern board, and pleasant. Steering southeasterly by the wind.

Employed in drying and bunching Bone.

Lat by Obs. $31^{\circ} 07'$ North.

Long by Chron. $158^{\circ} 20'$ West.

Wednesday Oct 15, 1856.

Calm pleasant weather, at 1 P.M. light winds from W. N. W.

Lat by Obs. $30^{\circ} 11'$ North.

Long by Chron. $157^{\circ} 51'$ West.

Thursday Oct 16, 1856.

Fresh breeze from W. N. E. with squall of rain. Went up the Fore Topgallant Mast. Latter part strong breeze, and fair weather. Steered E. and S. E.

Lat by Obs. $29^{\circ} 00'$ North.

Long by Chron. $156^{\circ} 38'$ West.

From the Ochotok Sea. to Lachina,

Friday Oct 17. 1856.

Fresh breeze from the western board and pleasant. steering S. S. E. at 6 P.M. with S. ship heading E. S. E. by the wind.
Lat by Obs $26^{\circ} 20'$ North.
Long by Chron $155^{\circ} 48'$ West.

Saturday Oct 18. 1856.

Strong breeze from the Southward. with Thunder Squalls. Latter part fair weather

Sunday Oct 19. 1856.

Moderate breeze from the Southeastern board and pleasant. Ship heading Southwesterly by the wind.
Lat by Obs $24^{\circ} 45'$ North.
Long by Chron $155^{\circ} 40'$ West.

Monday Oct 20. 1856.

Light winds from the Southeastward and pleasant steering Southwesterly by the wind.

Lat by Obs $23^{\circ} 30'$ North.
Long by Chron $155^{\circ} 52'$ West.

Tuesday Oct 21. 1856.

Thunder Squalls. from all points of the Compass. which were all rain. and no wind. it being calm the most of the time. at noon fair weather. Latter part pleasant. steering S. by W. with air from the north.
Lat by Obs $23^{\circ} 00'$ North.
Long by Chron $156^{\circ} 12'$ West.

Arrival at Lahina Maui.

Wednesday Oct 22. 1856.
Light winds from the northward, and
pleasant. Steering S by W. at 4 1/2 P.M.
Made Morotai (Island) bearing S by W.
distant about 30 miles. at 6 P.M. Made
Oahu Island bearing S.W. by W. and
steered S.W. 1/2 W.

Thursday Oct 23. 1856.
Light trade winds and pleasant. Steered
south westerly. at 4 A.M. hauled aboard
for the Land. at 6 A.M. found the Land
to Maui. instead of Oahu as we sup-
posed it to be last night. Steered in
for Lahina. at 10 A.M. were becalmed
in the passage between Maui and
Morotai, and the Capt took a Boat
and pulled on shore at the Town of
Lahina, Maui. at 6 P.M. the Boat
returned with orders. to fetch the
Ship in and anchor her, and at
8 P.M. I got her in to the Anchor-
age, let go the Anchor, and furled
the sails, opposite the Town of La-
hina, in 1/2 fms water,

Friday Oct 24. 1856.
Pleasant weather. Laying at Anchor
at Lahina, Maui. Employed
in washing Ship. and painting
Spars. shipped the Ship, berth

Sahina Maui.

Saturday Oct 25. 1856.

Pleasant weather. Employed in painting Spars, &c.

Sunday Oct 26. 1856.

Pleasant weather. nearly all Hands on liberty.

Monday Oct 27. 1856.

Pleasant weather. Discharged our Whale Bone, (103 Bundles, weighing 10,590 pounds, put it on board the Ship, Crystal Palace of New Bedford, per Horn.

Tuesday Oct 28. 1856.

Pleasant weather. Discharged all the Cruisers, and the fourth Mate and Steward, (viz Mr Lemons, & John Toland, Francis Polan, both of them sick. And put a Launch Load of Oil on board the Ship, Crystal Palace, of New Bedford,

Wednesday Oct 29. 1856.

Pleasant weather. Employed in stowing Oil on board the Crystal Palace and painting Ship.

Thursday Oct 30. 1856.

Pleasant weather. Employed in putting Oil on board the Crystal Palace, of New Bedford (

Lahina Kani.

Friday Oct 31. 1856.

Pleasant weather, finished stowing Oil on board the Crystal Kellau. Stowed on board of her 9348 gals. Whale Oil.

Saturday Nov 1. 1856.

Pleasant weather. Employed in getting Ship Stores on board.

Sunday Nov 2. 1856.

Pleasant as usual. nearly all hands on shore.

Monday Nov 3. 1856.

Fine weather. One watch on liberty.

Tuesday Nov 4. 1856.

Fine weather. One watch on liberty.

Wednesday Nov 5. 1856.

Fine weather. one watch on liberty.

Thursday Nov 6. 1856.

Fine weather, one watch on liberty.

Friday Nov 7. 1856.

Pleasant weather, one watch liberty.

Saturday Nov 8. 1856.

Equally rainy weather, one watch on liberty.

Sunday Nov 9. 1856.

Pleasant again. One watch on liberty
had to loose the sails to dry, for the first
in this port this season.

From Lahina. to Honolulu.

Monday Nov. 10. 1856.

Strong trade winds and pleasant, at 4 P.M. got underway, and lay off and on in Lahina Roads, at 8 P.M. heavy squalls, with rain at midnight fair weather again.

Tuesday Nov. 11. 1856.

Strong trade winds, and clear weather laying off and on in Lahina Roads, at 4 P.M. the Capt came on board and sturn for Oahu.

Wednesday Nov. 12. 1856.

Fresh trades and pleasant, at 3 P.M. arrived off Honolulu, Oahu, and the Capt. and myself went on shore, at 5 P.M. I returned to the ship, leaving one of my boat's crew, or rather he left me, as I looked sometime for him.

Thursday Nov. 13. 1856.

Fresh breeze, and pleasant, laying off and on at Honolulu, at 9 P.M. sent a boat in to Capt. which returned at 6 P.M. bringing, or leaving another man, viz. George Lambert. This man, and the man that left yesterday were bootstewers.

Friday Nov. 14. 1856.

Fresh breeze, and pleasant, laying off and on at Honolulu, received the two men on board again, that left yesterday, and the day before.

Departure from Honolulu, Oahu.

Saturday Nov 15, 1856.

Strong trade, and pleasant. Laying off and on, at Honolulu, at 3 P.M. received a note from the Capt that he would not be ready to come on board before Monday.

Lat at 2 P.M. $21^{\circ} 16'$ N
Long by Chrono do, $159^{\circ} 2'$ W.

Sunday Nov 16, 1856.

Very light trade, and pleasant. Laying off, and on at Honolulu, at 6 P.M. Simon Heed bore E by N. distant by estimation 12 miles.

(Lat by obs $20^{\circ} 50'$ North.

(Long by Chrono $158^{\circ} 56'$ West.

Monday Nov 17, 1856.

Light trade and pleasant. Laying off and on at Honolulu, at 10 A.M. the Capt came on board and stowed G. must the men, and found that we had 18 on board, all told, exclusive of a man that we took from Ocean Island last season, out of pity intending to get him to his home (helpless) the first opportunity, he is half idiot, and half cripple, and has also lost the power of speech, all of which has been caused by an unmerciful blow upon his head, as near as we have been able to learn, it was given to him by the Capt of some ship in which he has sailed.

Lat by obs $21^{\circ} 15'$ North.

Long by Chrono $159^{\circ} 56'$ West.

Tuesday Nov 18. 1856.
Strong breeze from S.E. and squally,
steering southwesterly by the wind.

Wednesday Nov 19. 1856.
Strong breeze from the south-eastward,
and fair weather. Employed in repairing
sails. Lat by Obs 17° 25' North.
Long by Chron 159° 19' West.

Thursday Nov 20. 1856.
Strong breeze from the southward
and squally. were on the northeastern
bark a part of the time.

Friday Nov 21. 1856.
Begining with squally weather. at 6 A.M.
fair weather. at 4 P.M. squally again

Saturday Nov 22. 1856.
Strong breeze from S.E. and squally.
at 7 A.M. fair weather. Employed
in repairing our mainsail. at 4 P.M.
Heavy squally, which came from
all points of the compass.
Lat by Obs 13° 43' North.

Sunday Nov 23. 1856.
Fresh breeze from the eastward
and squally. at 6 A.M. pleasant
with the exception of an occasional
light squall. at 11 A.M. cloudy
and so throughout the remainder
of the day.

Monday Nov 24th 1856.
Light winds from the Southward, and
fair weather. Employed in repairing
the mainsails.

Lat by Obs - $11^{\circ} 30'$ North,
Long by Chron $162^{\circ} 31'$ West.

Tuesday Nov 25. 1856.
Squally, rainy weather during the night.
Middle part of the day fair weather.
Employed in mending the mainsail.

Wednesday Nov 26. 1856.
Very squally weather. Letter part moder-
ate winds from E. S. E. and fair weather
working southward.

Lat by Obs $9^{\circ} 30'$ North
Long by Chron $163^{\circ} 20'$ West.

Thursday Nov 27. 1856.
Pleasant breeze from the eastward, and
fair weather. Steering southeasterly.

Lat by Obs $7^{\circ} 45'$ North
Long by Chron $162^{\circ} 10'$ West.

Friday Nov 28. 1856.
Light winds from the southward, and
variable weather. Ship heading to east-
ward the most of the time.

Saturday Nov 29. 1856.
Rain squally from the southward
all this day. Ship heading north-
easterly.

Sunday Nov 30th 1856.
Fresh breeze from S.E. and pleasant.
Steering E. by the wind.
Lat by Obs 8° 12' North
Long by Chron 159° 46' West.

Monday Dec 1st 1856.
Moderate winds from S.E. and pleasant.
Steering E. by the wind.
at 8 P.M. light baffling winds,
with heavy rain.
Lat by Obs 8° 56' North.
Long by Chron 159° 58' West.

Tuesday Dec 2^d 1856.
Very nearly calm, with an occasional
shower of rain.
Lat by Obs 8° 45' North.
Long by Chron 158° 03' West.

Wednesday Dec 3^d 1856.
Very light baffling air, and rainy
weather.
Lat by Obs 8° 45' N.
Long by Chron 157° 52' W.

Thursday Dec 4th 1856.
Very rainy weather, and very little wind.

Friday Dec 5th 1856.
Squally weather, working to the eastward.
Lat by Obs 8° 10' North.
Long by Chron 156° 58' West.

Saturday Dec 6. 1856.

Equally, rainy weather, all this day,
down sick myself with a bad cold.

Sunday Dec 7. 1856.

Fresh breeze, from the eastward, and
fair weather.

Lat by Obs 6° 48' North.
Long by Chron 154° 52' West.

Monday Dec 8. 1856.

Strong gale, from E. N. E. with
constant rain.

Tuesday Dec 9. 1856.

Unsteady winds, and constant rain
all day.

Wednesday Dec 10. 1856.

Strong breezes from the eastward
and pleasant. steering N. by the wind.

Lat by Obs 9° 45' North
Long by Chron 153° 32' West

Thursday Dec 11. 1856.

Strong gale, from E. N. E. and pleasant.
steering N. by the wind.

Lat by Obs 9° 45' N.
Long by Chron 153° 50' W.

Friday Dec 12. 1856.

Strong gale, from E. N. E. and pleasant
steering by the wind.

Lat by Obs 12° 53' N. Long by Chron 154° 05' W.

Arrival off Coochy her.

Saturday Dec 13. 1856.

Strong breezes from E. N. E. and pleasant. Ship heading about N by the wind.

Lat by Obs $14^{\circ} 53'$ North.

Long by Chron $154^{\circ} 29'$ West.

Sunday Dec 14. 1856.

Strong gales from E. N. E. very nearly, and pleasant weather. the Ship heading about N. by the wind.

Lat by Obs $16^{\circ} 55'$ North.

Long by Chron $154^{\circ} 59'$ West.

Monday Dec 15. 1856.

Strong breezes from E. N. E. and pleasant steering N. by the wind. at 6 A.M.

made the Island of Coochy her bearing N. distant by estimation 40 miles, at 1 P.M. kept the ship off along the land. at the distance of from 6 to 8 miles, at 6 P.M. hauled aboard about 8 miles from the land.

Tuesday Dec 16. 1856.

Light baffling winds and pleasant.

Employed under the lee off Coochy her employed in repairing sails, and rigging, and setting up shooks.

But for my part I had much rather be doing nothing, and if I was at home. I should certainly be on the Doctor's hands, for this soreness in my chest.

Cruising under the lee of Owhyhee.

Wednesday Dec 17. 1856.

Light variable winds, and pleasant, cruising to the northward, at the distance off from 6 to 15 miles of the Land. A ship in sight to the S.W. at 6 A.M. lowered for School of Black Fish, but without success. My breast is very sore, but not so bad that I try to work, it troubles me very much, however, a very slight exertion with my arm, causes me severe pain, and produces a difficulty of breathing.

Thursday Dec 18. 1856.

Light baffling winds and pleasant, cruising under the lee of Owhyhee. Spoke the Ship *Marango* of New Bedford, one season out, with 1500 bbls Whale Oil. Letter part light breeze from the northward and fine weather. Steered in for the Land, at 6 P.M. heeled aboard off Carahua Bay, and the Capt went on shore a few minutes, and returned, and lay off and on, intending to anchor tomorrow. This Bay is situated on the lee side of the Island of Owhyhee in the Lat. of $19^{\circ} 28'$ North, and $155^{\circ} 56'$ West Long, and is remarkable for being the place at which Capt James Cook was killed by the Natives, some ninety years ago.

Trying to get into Karakakoa Bay.

Friday Dec 19. 1856.

Calm pleasant weather. Could not get in to Karakakoa Bay notwithstanding were close to it all day.

Saturday Dec 20. 1856.

Calm pleasant weather. This morning we were handy in shore, about 15 miles to the E. of Karakakoa Bay, at 3 P.M. light air from the southward, worked up towards Karakakoa Bay, at 6 P.M. calm again, the Bay distant about 6 miles to the S. E. saw a ship to the southward. Letter part calm drifted off shore about 15 miles.

Sunday Dec 21. 1856.

Calm and pleasant, this morning found we had drifted off shore some 15 miles during the night. Ship Moringo in sight off shore of us, and like us trying to get into Karakakoa Bay, but as yet trying in vain. at 4 P.M. light air from the southward, steered in for the Land at 6 P.M. light air off shore, continued trying to get in to Karakakoa Bay, in hopes of conquering finally. It puts me in mind of the old song *Try, try at first you don't succeed try, try again,*

Arrival at Karakakoa Bay, Whyhe

Monday Dec 22, 1856.

Light airs from the N. and W. at day light were quite close to Karakakoa Bay, but getting in with the breeze was somewhat doubtful, we cast loose the anchor, and bent the cables, hove in and then lowered down three boats, to tow, by which means, we got into anchor at 10 A.M. bringing the ship up in 16 fms of water, furled the sails, and then went to work repairing the rigging. To have a good opportunity to put the rigging and sails in order is all that we came here for, and we have got considerable of both to do, we want to paint our ship inside also, which is a disagreeable job at sea, in the afternoon we received a visit from Mr Parker, one of the highest Chiefs of these Islands.

Tuesday Dec 23, 1856.

Beautiful weather, in this Karakakoa Bay, very different from what we had down in Lat 8th 00.

Wednesday Dec 24, 1856.

Bercent weather, laying in Karakakoa Bay. Employed in repairing sails and rigging, in the afternoon the ship Maringo of New Bedford, and Brig Prince De-Joinville of San Francisco, came in and anchored.

Laying in Karakoa Bay, Owhyhee.

Thursday Dec 25. 1856.

Pleasant weather. The Capt. & 2^d Officer, and myself, took our dinner to day, at the house of the Chief Keapeahe, a Christmas of course and a real good one, got up in Okeine style.

Friday Dec 26. 1856.

Still cloudy weather, at 6 P.M., rain, and a growing swell, setting into the Bay.

Saturday Dec 27. 1856.

Bright wind, and rainy weather, and a heavy swell heaving into the Bay. At 6 P.M. had a fresh breeze for a little while, and the Ship Moringe dragged down pretty handy to us.

Sunday Dec 28. 1856.

Variable winds, and unsettled weather. I ordered Ship, to kill the Roats, the Starboard watch on Shore.

Monday Dec 29. 1856.

Bright variable winds, and cloudy weather, with rain in the morning, and evening. Employed in repairing and bending the main topsail, and breaking out and stowing over the between Deck,

Laying in Karahikoo Bay, Corbyh

Tuesday Dec 30 '56.
Light variable winds, and cloudy,
raining weather, expecting a southerly
gale every moment. Employed
in work of all sorts.

Wednesday Dec 31. 1856.
Calm cloudy weather, with light
showers in the morning, and evening
employed in repairing, and setting
taught the the rigging.

Of New Year.

Thursday Jan 1st 1857.
Calm cloudy weather, at 6 A.M.
hoisted the main, and loosed the sails
preparatory to getting underway, but
having no wind, we paid out the
cable again, and let her lay, and
went to work on our sails and
rigging again.

Friday Jan 2nd 1857.
Light winds, and pleasant. Employed
in repairing sails, and rigging, and
making a new main yard, and
topmast. We should of sailed to
day, if we had not of been
detained by three of our men's
deserting last night, all of
them were Society Island natives,
the also lost two Portuguese.

Departure from Karakakoa Bay

Saturday Jan 3. 1857.
Light breeze, and pleasant, at
5 A.M. got underway, for
Kauaieha, and Honolulu, and
took as passengers, for Honolulu
the Hon Kapekea, and his
sunt. The ship Meringo got
underway also.

Sunday Jan 4. 1857
Light air and pleasant. Steered
along shore, to the E. or S.E.
for Kauaieha.

Monday Jan 5. 1857.
Very light air and pleasant.
got up to Kauaieha, to day
and took 40 barrels of Irish Potatoes
on board, and left for Honolulu.

Tuesday Jan 6. 1857.
Light winds and pleasant. work-
ing to windward. between the
Islands, of Oahu, and Maui,
to get the weather route to
Honolulu, at 6 P.M. gave it
up, and kept the ship
off. to leeward of the Islands,
at 8 P.M. squally, at mid-
night pleasant again,
and nearly calm.

Laying off and on at Honolulu Oahu.

Wednesday Jan 7. 1857.

Light airs from the south, and pleasant, running down the south side of Maui, at 2 P.M. when abreast the passage, between, Maui and Kahoolawe, we took trade winds, very strong, took in the light sails, and double reefed the Topsails, stered W. until we passed Kahoolawe, and then hauled up Cr. W. by the wind heading for the lee end. of the Island, Konaui,

Thursday Jan 8. 1857.

Fresh trades and pleasant, at noon were off Honolulu, Oahu, and then went on shore, with the Hon. Kapaemahu, and a part of his suit and sent off a shore boat to take the rest of them and the baggage, at 2 P.M. the Ships boat returned, the Capt remaining on shore.

Friday Jan 9. 1857.

Moderate winds and pleasant, laying off and on at Honolulu Oahu, shipped, and got one man on board his Thomas A. Fuller, of Cr. W. Long by Chron 10⁵⁷. 52 W.

Departure from Honolulu, Oahu.

Saturday Jan 10. 1857.

Very light fair and pleasant. Laying off and on at Honolulu, Oahu. At 3 P.M. received on board 6 Men. (Portuguese) at 7 P.M. pleasant breeze. Latter part calm
Long by Chron 157. 55 West.

Sunday Jan 11. 1857.

Light air from the South and western board. and pleasant. Laying off and on at Honolulu, Oahu.
Long by Chron 157. 41 West.

Monday Jan 12. 1857.

Light variable winds, and pleasant. Laying off and on at Honolulu Oahu.
Long by Chron 157. 49 West.

Tuesday Jan 13. 1857.

Pleasant breeze from N.W. and fair weather. Laying off and on at Honolulu Oahu. At noon, the Capt. came on board bringing the three men who run away from us at Karakakoa Bay. Making us in all now on board, 87 men, stored S. S. C. in company with the ship Illinois by the Bedford, which is Bound Home after having been out three seasons and taken 8 or 900 barrels of whale Oil

From Oahu. to Strong's Island.

Wednesday Jan 14. 1857.

Pleasant breeze, from S.W. by S, and fine weather, steering southeasterly, wind at 5 P.M. backed to the westward. I felt a little home sick, as I saw the Ship Illinois, go out of sight of us this morning, on her way home. The Islands of Kaula, Murotoi, and Oahu, have all been in sight some part of the day, at 8 P.M. I squared to the mainsail.

Thursday Jan 15. 1857.

Squally weather steering westerly, saw a Sail in sight to the eastward.

Friday Jan 16. 1857.

Light winds, from the W. and W. S. E. and pleasant. steering W. S. W. Employed in repairing sails.

Lat by Chron 20° 05' North
Long by Chron 159° 29' West.

Saturday Jan 17. 1857.

Light variable winds, and pleasant, steering W. S. W. except when it was calm, which was a good part of the time.

Lat by Chron 19° 45' North
Long by Chron 160° 04' West.

If these winds last we shall have plenty of time to get our sails mended, &c.

From Oahu. to Strong's Island.

Sunday Jan 18th 1857.

Pleasant breeze from S. S. W. and fine weather. Steering W. by the wind. Latter part fresh breeze from S. took in the light sails at 2 P.M. and at 7 P.M. double reefed the Topsails. The though pleasant, has been to me long and lonesome.

Lat by Obs 14° 50' North
Long by Chre 160° 51' West.

Monday Jan 19. 1857.

Variable winds, and squally weather steering W. S. W. the most of the time. Employed in repairing the Bow Boat. Latter part calm by spells.

Lat by Obs 19° 47' North
Long by Chre 162° 21' West.

Tuesday Jan 20. 1857.

Very light baffling air, and pleasant. Steering W. S. W. when we could. Employed in repairing the Bow Boat, painting the Main Boat, &c.

Lat by Obs 19° 27' North.
Long by Chre 162° 34' West.

Wednesday Jan 21. 1857.

Very light air, and calm. Employed in repairing and painting Boats.

Lat 19° 05' N. Long 162° 49' W.

From Oahu to Strong Island.

Thursday Jan 22^d 1857.

Very light breeze from the eastward
and pleasant. Steering N. B. W.
Employed in fitting up, and painting
the Boats.

Lat by Obs $18^{\circ} 47'$ North
Long by Obs $164^{\circ} 05'$ West.

Friday Jan 23^d 1857.

Light breeze from the eastward, and pleasant.
Excepting one squall, which came up from
the south, about 9 a.m. and lasted about a
hour. Steered N. S. W. employed in repairing
the Capt's Boats.

Lat by Obs $18^{\circ} 30'$ North.
Long by Obs $165^{\circ} 05'$ West.

Saturday Jan 24th 1857.

Moderate winds from the southwest,
and pleasant. Steering northwesterly by the
wind. Employed in ship duty.

Lat by Obs $18^{\circ} 30'$ North
Long by Obs $165^{\circ} 57'$ West.

Sunday Jan 25th 1857.

Breeze from the Southwestern
board, and pleasant. Steering north-
westerly by the wind.

Lat by Obs $20^{\circ} 08'$ North.
Long by Obs $166^{\circ} 51'$ West.

From Oahu. to Strong's Island.

Monday Jan 26. 1857.

Strong breeze from about N. E. W. and squally weather. Steering north-westerly by the wind.

Tuesday Jan 27. 1857.

Strong gale from N. E. W. and and clear weather. Ship heading N. W. by the wind, under double reefed Topsails, with jib, and mainsail in, at 6 A.M. wore ship to the southward. At 11 P.M. wind N. E. W. ship heading S. W. set the mainsail.

Lat by Obs $21^{\circ} 45'$ North
Long by Chron $168^{\circ} 30'$ West.

Wednesday Jan 28th. 1857.

Light air from N. W. and cloudy Steering S. W. by W. Latter part pleasant. Went a new Main Royal

Thursday Jan 29. 1857.

Light wind from the northeast, and pleasant. Steering N. W. Employed in repairing sails, and painting up my boat a little.

Lat by Obs $20^{\circ} 35'$ North
Long by Chron $169^{\circ} 52'$ West.

From Oahu to Strong's Island,

Friday, Jan 30, 1857.

Moderate winds, from about W.
C. and pleasant. at 7 A.M. we
all got a little excited, by seeing
a lot of Fin-Back Whales, which
for sometime, we thought to be
Sperm Whales, and made every
preparation for lowering the boats
in pursuit of them.

Lat by Obs $19^{\circ}05'$ North
Long by Chron $171^{\circ}09'$ West.

Saturday Jan 31st 1857.

Moderate winds from the east-
ward, and pleasant. Steering S.W. by W.
at 6 P.M. squally from the South
but more rain than wind. steered
W.S.W.

Lat by Obs $18^{\circ}00'$ North.
Long by Chron $172^{\circ}31'$ West.

Sunday Feb 1, 1857.

Fresh winds from E.S.E. and pleasant.
steering W.S.W. and S.W. by W.

Lat by Obs $17^{\circ}26'$ North
Long by Chron $175^{\circ}01'$ West.

When I awoke this morning, the
right side of my face, and right eye
was badly swollen. I know of no cause
for it, and it was perfectly well last night.

From Cahu, to Strong's Island,

Monday Feb. 2^d 1857.

Moderate winds from N.E. and pleasant. Steering S.W. by W. Employed in refitting the cutting gear, and painting a little.

Lat by Obs 16° 25' North
Long by Obs 177° 06' West.

Tuesday Feb. 3^d 1857.

Moderate winds from N.E. and pleasant. Steering S.W. by W. (Last Season at this time we had very little steering to do except what we did in the boats.)

Lat by Obs 15° 30' North.
Long by Obs 179° 08' West.

Thursday Feb. 5. 1857.

Moderate winds from N.E. and pleasant. Steering S.W. Employed in overhauling blocks, and black-strips.

Lat by Obs 14° 35' North.
Long by Obs 179° 03' East.

Friday Feb. 6. 1857.

Moderate breeze from N.E. and pleasant. Steering S.W. Employed in brattling the topmast rigging.

Lat by Obs 13° 25' North
Long by Obs 177° 15' East.

From Oahu, to Strong's Island,

Saturday Feb 7, 1857.

Moderate winds from E. N. E. and pleasant. steering S. W. by W. by N. Employed in rattling the Sloop's rigging &c.

Lat by Obs $12^{\circ} 26'$ North.

Long by Obs $174^{\circ} 36'$ East.

Sunday Feb 8, 1857.

Moderate winds from E. and pleasant steering W. S. W. Employed in refitting rigging.

Lat by Obs $12^{\circ} 00'$ North.

Long by Obs $172^{\circ} 16'$ East.

Monday Feb 9, 1857.

Moderate breeze from about E. and pleasant. steering W. on the average at 9 A.M. made Keger Island. bore in W. by N. at 10 1/2 A.M. it bore N. by W. hauled up for it. at noon it bore N. distant about 4 miles. steered W. again. The position of this Island on the Chart is incorrect. it being marked on the Chart 30 miles E. W. of its true position. The extreme southern part of it lies in Lat $12^{\circ} 20'$ North; and extends about 1/4 mile. there is three small Islands situated upon an oblong or oval shaped reef enclosing a large Lagoon -

From Oahu. to Strong Island,

Monday Feb 9th 1857. Continued
The reef which connects these Islands
is out, or above water in many places.
The Islands are thickly wooded, but
not inhabited except by Birds
which are very numerous.

at noon { Lat. by Obs 12° 12' N.
Long by Chron 170° 14' East

Tuesday Feb 10. 1857.

Moderate winds from E. and pleasant.
Steering W. Employed in putting rigging
Lat by Obs 12° 16' North,
Long by Chron 167° 24' East.

Wednesday Feb 11. 1857.

Moderate winds from E. and pleasant.
Steering S. by W. Employed in repair-
ing rigging. Lat by Obs. 10° 35' North
Long by Chron 165° 36' East.

Thursday Feb 12. 1857.

Fresh breeze from E. and pleasant.
Steering S. by W. Employed in repairing
rigging. And privately employed
every evening until 11 O'clock in
repairing old clothing.

Lat by Obs 7° 55' North,
Long by Chron 164° 23' East.

From Oahu, to Strong's Island,

Friday Feb 13. 1857.

Dirty squally weather, steering S. by W. got our Cash ready for getting water at Strong's Island, if the weather turns so that we can find it. at 10 A.M. made the Land.

Saturday Feb 14. 1857.

Strong breeze, and heavy squalls, from the eastern board, laying by for morning, with Strong's Island in sight under our lee, at 7 A.M. steered in for the Harbor, and at 9 1/2 A.M. the Capt and 2^d Officer went on shore with a Boat's crew, at noon moderate winds, and fair weather, at Dark the 2^d Officer came on board with the Boat's crew, the Capt remaining on shore, or rather on board of the English Bark Olima at Anchor in the Harbor, I received a visit this afternoon from Mr Covey the Pilot, from whom I learnt there had been 21 sail of Whaling vessels in this Port at one time last fall, besides various others one, two and three at a time (it is something of a whaler's Port)

Laying off, and on, at Strong's Island,

Sunday Feb 15. 1857.

Fresh breeze, and pleasant, laying off and on the weather Harbor of Strong's Island, at noon light winds, at 3 P.M. the Capt came on board, accompanied by Capt Parack of Bark Eliza of Sydney, at 6 P.M. our visitor left us, and we stood off for the South Harbor, of this Island a place, never to be forgotten me (for a reason, see remarks of Apr 1st 1855 of this Book.)

Monday Feb 16. 1857.

Equally weather, laying off, and on at South Harbor, Strong's Island, at 7 A.M. three Boats went in with 23 Casks, (100 bbls) for water, and got off with it about 4 P.M. at 8 A.M. the weather came off, fine, and lasted so throughout the day, at 5 P.M. having got our water hoisted in, and secured we stood off to the W. W. N.

I have not been on shore here this time, and have had no wish to go at this Harbor, but should of liked very well to have called in at the weather Harbor, and seen the Old Missionary.

Departure from Strong's Island.

Dr Pearson, and their Families, and besides them there is Mr Court, the Pilot, and the Blacksmith, the Carpenter, and Old Lorton, all of them seem to be very like Old friends, as I think they are. at all events I have always been welcomed at their Houses, during two long stays at this Island, and I feel a little regret at having no opportunity to make them a call round this time, at 10 P.M. Squally.

Wednesday Feb 11 1857.

This has been one of most disagreeable squally days I ever experienced in this Latitude, and what has made the day more insupportable to me, is some assertions which the Capt. made to me this morning, in one of his reproofs. I will not record those assertions here because I believe the most if not all of them false. I shall treasure them up in my memory however, for a future occasion, for I hope sooner or later to put them to the test. If I find them true I shall only think a little less of God's Image (man kind in general)

From Strong's Island to Guam.

Wednesday Feb 18th 1857.

Moderate breeze from the Southeastward
and fair weather, steering W. N. W.
Employed in stowing down water,
breaking out Shooks, and stowing
down Oil from the Tanks.

Lat by Obs 7° 12' North.

Long by Obs 161° 21' East.

Thursday Feb 19th 1857.

Light winds from the Southward,
and rainy weather, steering W. N. W.
Employed in setting up Shooks,
stowing down water, and the Oil out
of the Tanks, and stowing it down.

Lat by Obs 7° 50' North.

Long by Obs 163° 41' East.

Friday Feb 20th 1857.

Fresh breeze, with a plenty of rain
squalls, steering W. N. W. Employed in
setting up Shooks, and stowing down
water.

Saturday Feb 21st 1857.

Fresh breeze from N. E. and pleasant, steering
W. N. W. got through stowing water.

Lat 9° 50' N. - Long 156° 30' E.

From Strong's Island to Guam

Sunday Feb 22 1857.

Fresh breeze from about N.E. and pleasant. steering W. N. W.

Lat by Obs $11^{\circ} 15'$ North.
Long by Obs $153^{\circ} 42'$ East.

Monday Feb 23 1857.

Strong gales from N.E. very nearly, and squally weather, steering W. N. W. with double reefed Topsails. Squally rose close aboard this morning.

Lat by Obs $12^{\circ} 30'$ North.
Long by Obs $151^{\circ} 30'$ East.

Tuesday Feb 24 1857.

Fresh breeze from N.E. and pleasant. steering W. N. W. Employed in fitting new main Topsail lifts, and Strep.

Lat by Obs $13^{\circ} 40'$ North.
Long by Obs $148^{\circ} 15'$ East.

Wednesday Feb 25 1857.

Fresh breeze from N.E. and pleasant. steering N. by W. at 11 A.M. made the Island of Rota bearing W. and steered for it. at 6 P.M. passed it and hauled the ship up N. N. W. (for Guam) Lat by Obs $14^{\circ} 28'$ North.

Arrival at Guam. Port Apra

Thursday Feb 26th 1857.

Moderate breeze and pleasant, at 8 A.M. we arrived off the town of Guam, and the Capt went on shore, at 11 A.M. he sent off a Pilot with instructions to me, to take the ship into Port Apra and come to anchor. I hauled up the Cable and bent, and cleared away anchors, and at noon kept the ship off, for said port. at 3 P.M. came to anchor, furled the sails &c.
(Depth of water 22 fms, length of cable out 65 fms.)

Friday Feb 27. 1857.

Fair weather, lying at anchor in Port Apra, Guam, the Larboard watch on liberty.

Saturday Feb 28. 1857.

Fine weather, lying at anchor, at Port Apra, Guam, the Larboard watch on liberty, took on board some sweet Potatoes. Last night a number of the water ashore, got into a row, and were badly beaten by the Police, and put into Prison, (four of them I believe, all Kanakas.)

Port Apra Guam.

Sunday March 1st 1857.

Fine weather, lying at anchor, in Port Apra, Guam, the Starboard Watch on liberty, at noon, got a part of the Starboard Watch on board, and let the Starboard Watch go on liberty, at sun down, had all but 4 of the Starboard Watch on board, viz, Phillips, Riggs, Jerry, and Jackson, the two latter, are in the Calaboose, and in care of the Doctor, with injuries, which they received, in a row last Friday night, while on liberty, and one of the Boatsteerers, (Henry, a Kanaka) is off duty with cuts and bruises, which he got in the same row.

Monday March 2^d 57.

Pleasant weather, lying at anchor, in Port Apra, Guam, Got Phillips on board this morning this morning, have had a very busy day, have done a little of almost every thing, ever done on board of a Ship, The Starboard Watch are on liberty yet, and three of the Starboard Watch are not yet aboard.

Port Apra, Guam,

Tuesday 3/3 57.

Pleasant weather, lying at anchor in Port Apra, Guam, got a small raft of water, and 1098 lbs Sweet Potatoes on board, and brought two more of the Starboard Watch on board. Bira, Jerry, and Jackson, but they are not able to do anything

Wednesday March 4. 1857.

Pleasant weather, lying at anchor, in Port Apra, Guam, the Starboard Watch on liberty, in the afternoon a part of the Starboard Watch came on board, and the last one Starboard Watch was got on board to day. Took on board 1879 lbs Sweet Potatoes.

Thursday March 5. 1857,
Strong Trade, and pleasant, lying at anchor, in Port Apra, Guam, succeeded in getting the rest of the Starboard Watch on board to day, with exception of four Kanaka who got put into the Prison, by the Civil Authorities for riotous conduct on shore. Took on board 1823 lbs Sweet Potatoes.

Departure from Guam.

Friday March 6. 1857.

Strong Trades, and squally, lying at anchor in Port Extra Guam. Got all hands on board one more. Employed in making Boat Sails.

Saturday March 7. 1857.

Fresh breezes and pleasant. At 9 A.M. got underway, and put to sea, steering S.W. After clearing the reef.

Sunday March 8. 1857.

Moderate breezes from E. very nearly and pleasant. Steering S.W. Lat $15^{\circ} 15' 8''$ North. Long by Chron $142^{\circ} 54'$ East.

Monday March 9. 1857.

Very light airs from S.E. and pleasant. Steering S.W. Employed in repairing the Foresail. Rather bad baffling winds. Lat by Chron $15^{\circ} 52'$ North. Long by Chron $142^{\circ} 40'$ East.

Tuesday March 10. 1857.

Strong gales from E. S.E. and squally, with a plenty of rain. Steering W. S.W. at 10 A.M. laid to double reef. at 2 P.M. split our Lib. at 6 P.M. hauled the mainsail

From Guam to the Japan Sea.

Wednesday March 11th 1857.

Strong gale from N.E. and clear weather
Steering N.W. with double reefed Main
Topsail, Foresail, and the Storm Stay
Sails set. Bent the main Stay sail,
and repaired the Jib.

Lat by Obs 16° 46' North,
Long by Obs 139° 09' East,

Thursday March 12. 1857.

Fresh breeze from E. and pleasant,
Steering N.W. by W. under easy Sail.
bent the Jib. Sent down the main
Toppallant yard, and Sail, and repaired
them, and sent both aloft, again
we also repaired the Mizzen Toppallant,
Stay Sail, and bent it.

Lat by Obs 17° 58' North
Long by Obs 137° 04' East,

Friday March 13. 1857.

Fresh gale, and clear weather,
Steering N.W. by W. Employed in
repairing a Topsail.

Lat by Obs 19° 15' North
Long by Obs 134° 55' East,

Everything Goes along, very
pleasantly

From Guam to the Japan Sea.

Sunday March 14. 1857.

Fresh breeze from E. and pleasant.
Steering N.W. by W. Enlarged a new
mizen stay-sail, and bent it.

Lat by Obs $20^{\circ} 14'$ North
Long by Obs $132^{\circ} 32'$ East.

Sunday March 15th 1857.

Fresh breeze from W. and clear weather.
Steering W. N. W. by the wind, at 4 P.M.
Strong breeze, double the topsails

Lat by Obs $21^{\circ} 08'$ North
Long by Obs $130^{\circ} 28'$ East.

Monday March 16th 1857.

Strong wind, from N. north-eastward
and clear weather, steering W. N. by W.
by the wind. Employed at a little of
every thing

Lat by Obs $22^{\circ} 26'$ North.
Long by Obs $128^{\circ} 56'$ East.

Tuesday March 17th 1857.

Moderate breeze from E. and clear
weather, steering W. N. by W. Employed
in jobs of all kinds. Our rowdies on
duty again.

Lat by Obs $24^{\circ} 10'$ North.
Long by Obs $127^{\circ} 35'$ East.

From Guam to the Japan Sea.

Wednesday March 18th 1857.

Moderate winds from the eastward and clear weather. Steering W.W. by W. with all sail set. at 7 P.M. strong breeze, reduced sail to double reefed topsails. Ship heading W.W. on a wind.
Lat by Obs 25° 20' North
Long by Chron 126° 37' East.

Thursday March 19th 1857.

Fresh breeze from the Eastern board and clear weather. Steering W. Employed in fitting up the cutting stages.
Lat by Obs 27° 00' North.
Long by Chron 125° 49' East.

Friday March 20th 1857.

Moderate winds from the eastward and clear weather. Steering about N. by the wind. Fitted a new pair of jib sheetendants.
Lat by Obs 28° 00' North.
Long by Chron 125° 45' East.

Saturday March 21st 1857.

Bright winds from the Eastern board and half, half cloudy weather. Steering about W. by the wind.
Lat by Obs 29° 17' North
Long by Chron 125° 23' East.

Passage through the Eastern Sea.

Sunday March 22^d 1857.

Strong gale, from N.W. and cold cloudy weather, and some rain at the beginning of the day, ship heading to the north-eastward, by the wind.

Lat by Obs 30° 15' north
Long by Chron 125° 34' East.

Monday March 23^d 1857.

Strong gale, from E.W. and clear weather, steering E.N.E. by the wind with close reefed main topsail, and the Storm Stay-Sails set, at 4 P.M. wore ship to W. N.W. and set the Fore Sail.

Lat by Obs 30° 56' north
Long by Chron 128° 11' East.

Tuesday March 24^d 1857.

Strong gale, from E.W., E. at 8 A.M. Moderate gale, set single reefed topsails at 8 P.M. saw and lowered for 4 right Whales, the Larboard Boat struck and killed one, and got it alongside at noon, not however without nearly losing it by its sinking so heavy, in the afternoon got up the cutting gear, and cut it in




Passage Through the Eastern Sea.

finished cutting at 5 1/2 P.M. and took
in Sail. wind, light from the
eastward, and weather fine.

Lat by Obs 31° 55' North,
Long by Obs 127° 24' East.

Wednesday March 25. 1857.

Moderate breeze from the northeastern
board, and pleasant. at 6 P.M. began
to hail. one Sail in sight. at
 noon saw right Whales
and lowered for them
about 1 P.M. the Starboard Boat
got fast to one, but the line parted
and the Whale went off. at sun
down took in sail for the night.

Lat by Obs 31° 25' North,
Long by Obs 127° 02' East.

Thursday March 26. 1857.

Fresh breeze from the eastward,
and clear weather. steering about
N. N. E. by the wind. under easy
Sail. Saw quite a number
of Humpback Whales.

Employed in hauling &c

Lat by Obs 32° 00' North
Long by Obs 127° 03' East.

Passage through the Eastern Sea.

Friday March 27. 1857.

Fresh breeze from the southward, with light rain. Steered N.E. by N. at noon finished boiling. The Whale turned us a good round hundred barrels, at 6 P.M. shortened Hail to double reefed main Topsail and Foresail.

Saturday March 28. 1857.

Fresh gales from N.W. and clear weather steering N.E. by N. at 7 P.M. Strong gales from N.E. and at noon from. at 5 A.M. saw Land to the N.W. distant about 30 miles. Ship on different tacks, and under short sail.

Lat by Obs $33^{\circ}40'$ North,
Long by Obs $128^{\circ}24'$ East.

Sunday March 29. 1857.

Heavy gales from about N.E. and clear weather. Standing upon different, with close reefed Main-Topsail, and the Storm Staysail, set. Land in sight from 6 A.M. until 2 P.M. bearing from N.W. to N. was nearest to it at 10 A.M. when we wore off shore.

Straits of Corea.

Monday March 30. 1857.
Strong gales from E. N.E. very nearly,
and fair weather, at noon raining
weather. Saw the Land again, bearing
N. and N. N.W.

Tuesday March 31. 1857.
Strong gales from the Northward, and
raining weather. Ship under short sail.

Wednesday Apr 1st 1857.
Moderate breeze from N. N.W. and pleasant
steering N.E. by the wind. at 6 P.M.
made Tsushima Island bearing N.E.
at noon passed close by the South end
of it, saw a large number of fishing
Boats, and Junks, and one ship.
at sun down calm, made a Land
Bump to day, they finding something
to do.

Thursday Apr 2^d 1857.
Gales, rain, stormy, calm, and spells
of fine weather, all mixed up together.
Tsushima Island in sight to the west-
ward, Land in sight to the eastward
also, made but little progress on
our course, owing to adverse winds,
which blow from N. N.E. to N. N.W.

Arrival in the Japan Sea.

Friday Apr 3^d 1857.

Fresh breeze from the E. N. W. and W. and clear weather steering northeasterly by the wind. Spoke Bark, Alice of Greenport. (Capt Perry)

Lat by Obs $35^{\circ} 43'$ North.

Saturday Apr 4th 1857.

Strong, and light breezes by turns, from the northward, and clear weather, excepting one or two light squalls of hail, Choi Island in sight to the Eastward.

Lat by Obs $36^{\circ} 15'$ North
Long by Obs $132^{\circ} 31'$ East.

Sunday Apr 5th 1857.

Fresh breezes from the westward, and pleasant. Spoke Ships Florida, South Boston, and California. They had all seen a few Whales about here until within the last two or three days. all the Whales they had seen were going quick to the S. E.

Lat by Obs $37^{\circ} 45'$ North.

Monday Apr 6th 1857.

Very light winds from the Southward and pleasant. Saw Seal Rock at 4 P. M. bearing E. W. Spoke Ships California, and Republic.

Lat $37^{\circ} 40'$ N. Long $133^{\circ} 43'$ East.

Cruising in the Japan Sea,

Tuesday Apr 7. 1857.

Light winds from the eastward, and pleasant. Daglets Island in sight to the westward. Saw 4 Ships, two of them Whaling, at 5 P.M. were close in at the north side of Daglets Island and went on shore with two Boats, partly to gratify ourselves as to how the people lived here, and how they looked, and to pick up some timber we saw upon the which looked as if it would make good cash beds. at sundown saw a Right Whale, but it was too late to lower.

Wednesday Apr 8. 1857.

Fresh breeze from the southward, and cloudy, steered W. bearing Daglets Island to the E. S. E. at noon rainy weather. Steered N. and at 5 P.M. steered E. N. E. under easy Heave,

Thursday Apr 9. 1857.

Calm foggy weather, in the afternoon it let up a little & speltly, saw Seal Boats bearing E. Spoke Ship Champion of New Bedford. at 8 P.M. clear weather,

Cruising in the Japan Sea.

Friday Apr 10. 1857.

Calm foggy weather.

Saturday Apr 11. 1857.

Very light baffling winds, and cloudy with a very little rain, worked all day, to get up to Oglets Island, which was about 15 miles distant this morning, and 5 miles distant, to night, the Capt pulled in to the Island this afternoon, to find a place where we could get some fresh water, and having succeeded, he returned, getting back about 4 P.M., took in the light sails, intending to keep close in with the Land to night, and get our water tomorrow, at 10 P.M. Signs of foul weather.

Sunday Apr 12. 1857.

Calm, foggy weather, at 6 A.M., heavy gale from the southward, and thick rainy weather, took in all sail staving N, at 9 A.M. hove too under. Foretopmast, and Mizen Stay Sails. at 11 A.M. the gale hauled suddenly to the northward but continued to blow quite strong.

Cruising in the Japan Sea.

Monday Apr 13. 1857.

Strong gale from the northward and clear weather, at it moderated, at 6 P.M. light air. Spoke the Bark, Black Eagle.

Lat by Obs $37^{\circ} 40'$ North,
Long by Chron $131^{\circ} 50'$ East.

Tuesday Apr 14. 1857.

Moderate breezes from N.E. and pleasant, passed close by Seal Rocks about 8 P.M. Steered to the S.E. a part of the day, and then tacked to the northward. Spoke Ships, Ontario, and Bark, Black Eagle.

Lat by Obs $37^{\circ} 05'$ North,
Long by Chron $132^{\circ} 34'$ East.

Wednesday Apr 15. 1857.

Pleasant breezes from the southeastward and pleasant. Steered to the N.E. saw 4 ships, but no Whales. at noon heavy. at 6 P.M. Calm and rainy.

Lat by Obs $38^{\circ} 14'$ North.

This is the 12th day we have cruised in this Sea this season, and have not yet seen a right Whale.


Cruising in the Japan Sea.

Thursday Apr 16. 1857.

Pleasant breeze from N.E. and clear weather, at 8 A.M. lowered the boats for two Humpback Whales, supposing they were Right Whales, but found that we were mistaken after two hours hard pulling to windward, saw the Bark Black Eagle, at 5 P.M., calm.

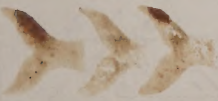
Lat by Obs $38^{\circ} 25'$ North.
Long by Obs $134^{\circ} 14'$ East.

Friday Apr 17. 1857.

Fresh breeze from the Westward, and clear weather, Saw 5 Ships, Saw three  Right Whales, going very fast, to the westward, so fast that we did not lower the boats for them. Spoke Ship Agam Suen.


Lat $38^{\circ} 13'$ North
Long $134^{\circ} 49'$ East.

Saturday Apr 18. 1857.

Light air, and calm spells, with clear weather, Saw 4 Ships, and  two Right Whales, which were going so fast, that we did not lower for them, Spoke Ship Lancaster, with a 66 barrel Sturges this season.


Cruising in the Japan Sea.

Sunday Apr 19. 1857.

Pleasant breeze, and clear weather,
 Saw 2 right Whales, and
lowered twice but without
success, Saw 4 Ship. and Lark's,
saw them all chase whales in the
course of the day.

Lat by Obs — $38^{\circ}05'$ North
Long — $135^{\circ}14'$ East.

Monday Apr 20. 1857.

Strong gales from the northwest, and
cloudy, Saw 1 Ship. and also saw 4,
 right Whales, but they showed no
chance to strike, even if the
weather had been so that we could of lowered
the Boats for them.

Tuesday Apr 21. 1857.

Strong gales from the northwestward, and
clear weather, Saw a Lark's,

Lat — $37^{\circ}48'$ North.

Long — $136^{\circ}31'$ East.

Wednesday Apr 22. 1857.


Fresh breeze from W, and clear weather, at
noon calm

Lat — $38^{\circ}09'$ —

Long — $136^{\circ}28'$ —

Cruising in the Japan Sea.


Thursday Apr 23rd 1857.

Strong gales from the S.E. and south, and cloudy weather, finished up with a little rain. Employed in stowing down Oil,  Saw one right Whale, but the wind, and sea was too high to think of lowering the Boats, towards sunset saw the spout of two or three Whales, probably Finbacks.

Friday Apr 24th 1857.

Strong gales from the westward, and clear weather. Spoke Ship, Jeannette, of New Bedford.

Saturday Apr 25th 1857.

Fresh breezes from the north westward and clear weather. Saw the Ship Jeannette  lower her boats for a right Whale.
Lat 39° 05' North
Long - 135° 00' East,

Sunday Apr 26th 1857.

Light airs from the eastward, and clear weather. Stew northward.
Lat - 39° 25' North
Long - 135° 32' East,

Cruising in the Japan Sea.

Monday Apr 27. 1857.

Set in with foul weather. at 3 A.M. had a heavy fall of hail, with Thunder, and Lightning, by Breakfast time light airs from the southward and pleasant. steered N.E.

Lat — $39^{\circ} 53'$ North,
Long — $135^{\circ} 57'$ East.

Tuesday Apr 28. 1857.

Pleasant breeze from the southwestward and pleasant, except a few short spells of Fog, lowered two Boats for Humpbacks & Whales, steered N.E. by E.

Lat — $40^{\circ} 15'$ North,
Long — $136^{\circ} 52'$ East.

Wednesday Apr 29. 1857.

Moderate breeze from S.W. and thick Fog. at 1 P.M. clear weather, steered northeasterly.

Thursday Apr 30. 1857.

Fresh breeze from the southward, and clear weather, steering E., at 5 A.M. passed at Small Island, on our starboard beam at 6 P.M. steered W. by E.

Lat — $42^{\circ} 30'$ North
Long — $138^{\circ} 40'$ East.

Cruising in the Japan Sea.

Friday, May 1st 1857.

Fresh breeze from S.W. and clear weather. steering S.W. by E. at noon wind from S.W. and light. steered S.W. by E. at 6 P.M. fresh gales.

Lat - $46^{\circ} 20'$ North

Long - $138^{\circ} 59'$ East.

Saturday, May 2^d 1857.

Calm pleasant, at noon air from the Southward. steered E. at 3 P.M. made Monneron Island, in Lat $46^{\circ} 20'$ North, Long $141^{\circ} 11'$ East, bearing E. at 7 P.M. were about 8 miles distant from the Island. took in the light sails, and hove aback.

at 3 P.M. { Lat - $46^{\circ} 18'$ North.

{ Long - $140^{\circ} 39'$ East -

Sunday, May 3^d 1857.

Moderate breeze from S.W. and clear weather, laying off and on at Monneron Island, at 5 A.M. heavy gales. took in the Fore Topsail & Foresail, at 8 A.M. set them again, with strong gales still, got 5 Boat Loads of Wood off the lee side of the Island, (wood which had drifted upon the shore from some to me unknown place,) at 7 P.M. a little less windy.

Monneron Island, Lat $46^{\circ}20'$ N. Long 141° (East)

Monday May 4. 1857.

Moderate breeze from the westward, and thick fog, at 11 A.M. Calm, clear weather. Monneron Island distant about 10 miles, at 6 P.M. light air from N.E. steered in for the Island.

Tuesday May 5. 1857.

Fresh gales from E.S.E. and clear weather laying off and on Monneron Island, got about one hundred barrels of fresh water, and one boat load of wood. Saw the main Land, (viz Coast of Sechartine) to the eastward. Light air.

Wednesday May 6. 1857.

Fresh gales from E.S.E. and cloudy weather clearing by the wind, upon different fairs, at noon Wind S.E. Monneron Island in sight to the westward, and the Coast of Sechartine to the eastward. Better part clear weather.

Thursday May 7. 1857.

Moderate breeze from the westward, and clear weather, steered E.S.E. at noon entered Prince Straits, Land in sight on both sides, at 7 P.M. luffed too off Cape Anawa, and took in the light ship. & Abit in sight—

Arrived in the Ochotik Sea.

Friday May 8. 1857.

Very light baffling air, and clear weather. Cape Anawa, in sight bearing cr. C. distant about 20 miles, at noon. Lowered two boats and chased humpbacks a while. Saw a Ship to eastward. Latter light breeze from S. C. steering about C. cr. C. passed Cape Anawa about 10 P.M. with fresh breeze from S. C.

Saturday May 9. 1857.

Fresh breeze from S. C. and cloudy weather steering C. cr. C. by the wind. at 8 A.M. were brought dead to by Ice. Coasted along its western boundary, steering off as far as W. at times. at 11 A.M. spoke Ship Republic. at 6 P.M. steering U. S. W. by the wind. no Ice in sight. wind strong double reefed the topsails, and landed the mainsail.

Sunday May 10. 1857.

Strong gales from the north-eastward. and cloudy, foggy, weather, with some rain, and a few squalls of hail. the air freezing cold. worked along the Ice to the eastward. under easy sail. passing through settling pieces at intervals. saw the Ship Republic steering to the eastward.

Crasting the Ice, in the Chotsh Sea,

Monday May 11. 1857.
Fresh breeze from E.S.E. and cloudy weather
at noon moderate breeze from E.V.
working to the eastward along the Ice
under easy sail, in company with the
Ship Republic of Bremen.

Tuesday May 12. 1857.
Moderate wind, from the eastward. and
clear weather. steering about E.V.E.
through scattering Ice. Ship Republic
in company. at noon got into clear
water. Steered E.V.E. at 3 P.M. spoke
Ship Empire. of New Bedford. Russell
9 months out. with 20 barrels Whale Oil.
at 5 P.M. were brought up again by the
Ice. at 7 P.M. Fresh breeze from E.S.
C. steered to the southward by the wind.

Lat - $41^{\circ} 25'$ North.

Long - $141^{\circ} 25'$ East.

Wednesday May 13. 1857.
Strong breeze from E.S.E. and rainy
weather. making ship to the S.E.
along the Ice. Ships Republic
and Empire in sight. at noon
found the Ice making off to the
E.V.E.

Cruising in the Ochotsk Sea.

Thursday May 14. 1857.

Moderate breeze from the Eastward, and hazy weather, steering S. E. by the wind. at 4 A.M. tacked to the S. E. by E. and W. E. at noon light winds from S. E. steered S. E. saw no Ice to day. Saw a Ship on our weather quarter.

Lat - $47^{\circ} 25'$ North.
Long - $146^{\circ} 06'$ East.

Friday May 15. 1857.

Light winds from the southwestward and snowy weather. at 7 A.M. the snow ceased falling, and in its stead had spells of fog. steered N. E. and N.

Lat $48^{\circ} 35'$ North.
Long $148^{\circ} 17'$ East.

Saturday May 16. 1857.

Light winds from S. W. and thick fog at 8 A.M. the wind heeled to the S. W. at noon the wind was S. very nearly. steering S. W. saw the Ship Republic at 3 P.M. wind to the S. E. and the fog cleared up. at 9 P.M. squalls of snow.

Sunday May 17. 1857.

Had a tolerable fair day, wind moderate from the south, and W. a sail in sight.

Lat - $52^{\circ} 05'$ N
Long - $149^{\circ} 05'$ E.

Cruising in the Chotsh Sea.

Monday May 18. 1857.

Fresh breeze from the westward, with fog, at 7 A.M. cloudy weather. Steered N. at 8 P.M. snow and hail.

Tuesday May 19. 1857.

Fresh breeze from the westward, and fair weather; about 9 A.M. fell in with Ice, spoke Ship Tyrer Queen; and steered to the S.E. in company, trailing the Ice.

Lat. $55^{\circ} 41'$ North.
(doubtful) Long - $150^{\circ} 86'$ East.

Wednesday May 20. 1857.

Moderate winds from the westward, and fair weather, sculling the Ice to the Eastward at noon calm. Letter post
Fresh breeze from the Southward steering N.E.

Lat - $55^{\circ} 28'$ North.
Long - $150^{\circ} 41'$ East.

Thursday May 21. 1857.

Fresh gale from the the East; and north-east; and clear weather,
(it snow constantly during the night,)
steered to N.W. fell in with Ice
Saw 8 or 9 Seals, and two
Bew. had 20 seals.



Lat - $57^{\circ} 40'$ N
Long - $150^{\circ} 28'$ E

Cruising around the Ice off Cape Olvin

Friday May 22^d 1857.

Light winds from the westward and pleasant, saw a number of Ships, all like ourselves sculling around the Ice, spoke Ships Barnstable, and Marengo, and Bark Massachusetts, all of New Bedford.

Saturday May 23^d 1857.

Light winds from the westward, and clear weather, sculled along the Ice to the northeastward, 10 or 12 Ships, and Barks in sight.

Sunday May 24th

Light winds from the westward, and pleasant, at daylight this morning, found Cape Olvin in sight bearing W., distant about 25 or 30 miles. Cannot get any nearer the Land for the Ice, there is about 30 Ships hanging on here for (30 ships in sight) the Ice to break up, and then for a dash at the Whales, which are now supposed to be close in with the Land, inshore of the Ice, we have spoken several Ships to day and the Master, of some of them think they can, and shall drive their Ships through the Ice, into, as soon they get a direct fair wind. We shall know about after the trial, if others can go, then we too, our ship is strong. Lat - 58° 20' N.

Working into Loavick Bay through the Ice

May 25. 1857. Monday
Light winds from E. and pleasant
took an expedition into Ice, at noon
it turned out Calm, at 3 P.M.
at light air sprung up from E.
W. and not being able to get into
the Ice any farther, we concluded
to get out of it, and acted upon
that principle, saw no signs
of Whales, at noon Cape Oliver
bore E.

Lat - 58° 32' N,

Tuesday May 26. 1857.
Calm pleasant weather, 10 or 12 Ships
in sight, at 3 P.M. Light air
from E. N.W. worked close up to
Ice, saw 5 Ships, standing in
towards the Land, through the Ice.
Employed in fitting up Boat Sails
for smooth water Whaling.

Wednesday May 27. 1857.
Very light air from the north -
westward, with some fog, stood
into the Ice as far as we could
get, saw six or eight Ships in
the Ice, at 4 P.M. the fog turned
to snow, at 8 P.M. fine weather
again, made but little progress since
noon.

Working into Vassarik Bay through the Ice,

Thursday May 28. 1857.

Very light-air from the Eastward, and pleasant weather. at noon light air from the South, and at 6 P.M. from the westward, found the Ice quite broken, and scattered to day, and consequently made some progress towards getting into the Sound, where we expect to find the Whales. Saw one this morning in the Ice going very fast towards the Sound, there is 12 or 15 Ships, and Barks in sight, all digging in for the Sound, each of which, is afraid the others will get in first, and catch all the Whales. at 4 P.M. bent the Harbor and anchor, and cast it loose, we also hauled up a proper quantity of the Chain belonging to it. at 10 P.M. thick Fog.

Friday May 29. 1857.

Light-variable winds, working in towards the Bay slowly. at 4 A.M. found we were loosing ground in the Tideway, and came to anchor, at 10th Water, 4 miles from the Land. at 5 A.M. the Tide turned in our favor got underway, and worked along again. at 1 1/2 P.M. Head Tide again, came to anchor again, this time in 35-fathoms water about 4 miles from the Land. at 2 P.M. thick Fog.

Arrival in Toorish Bay.

Saturday May 20. 1857.

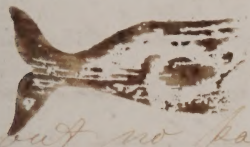
Light air from the N. and South and thin Fog, lying at anchor in the Ice. at 7 A.M. got under way and worked into the Bay with at 1 P.M. The Tide made against us, and we came to anchor again. Ship, Reinder, South-Deeman, and Cambria close too. The Land distant about 2 Miles, by Calculation this distance is drawn from the fact that the echo of a gun returns to us in 3.2 seconds, and we have 56 fms. of water. The Ice is quite heavy.

Sunday May 31st 1857.

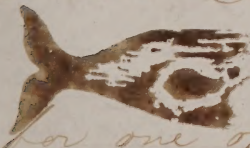
Light air from the Southward, and foggy. at 7 A.M. the fog lit up a little. Saw Jiffup's Point bearing E. N. E. The Tide being in favor, we got underway, and worked into Toorish Bay. at 2 P.M. got through the Ice, at 5 P.M. worked to the westward, under the North Shore. Six Ships in sight all working about the same as we are, we have not seen any Bow-Heads, in here yet, and I am rather inclined to think my fears about finding them are about to be realized, although three Bow Head Captains here are quite sure the Whales are in the Bay now.

Cruising in Jarvis Bay.

Monday June 1st 1857.

Light winds from S.W. and snowy weather. Latter part cloudy but no snow.  saw 5 or six Bow Heads, all of them a going very fast, but no particular way. Saw Ship Winder take a Whale, and saw the Syren Queen boiling. we lowered the Boats twice but without success, in fact it was hard work to keep run of a Whale more than two or three rising, saw about 10 ships during the day. all of them appear to be hanging off, and around Jeannette Point, or a little to the E of it.

Tuesday June 2^d 1857.

Fresh breeze from S.W. and thick snowy weather. at 7 A.M. lowered one Boat. to take a look along shore close into the Boeck for Whales, followed from Jeannette Point eastward about 12 miles, but did not see any Whales. at 11 A.M. dark cloudy weather but no snow. worked over to the N.W. of Bow Head Island.  at 5 P.M. saw two Bow Head Whales, and lowered for one of them but without success. saw 4 or 5 ships to windward a maneuvering for Whales. saw about 20 ships, and Boats during the day.

Cruising in Teovish Bay.

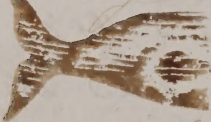
Wednesday June 3rd 1857.

Fresh breeze from E. S. E. and cloudy weather. Saw one Whale, and lowered the Starboard. Mast. and Bow Boats, but without success. I did not myself, in consequence of a severe Cold, and Headache, and was growled at for being sick, and for the first in during my whole career, of going to Sea.



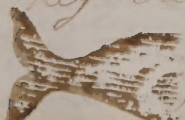
Thursday June 4th 1857.

Slight wind from the western board, and pleasant. I took a sweet last night, and am right smart to day. Saw 4 Whales, and did a fair share of chasing them but without success. Saw about 20 Ships, saw some of them chasing Whales, but they did not catch any.



Friday June 5th 1857.

Pleasant breeze from the S. and W. and fine weather. at 3 A.M. got breakfast all hands, and the Starboard. and Bow Boats went in shore at Jeffreys Point, and coasted the shore at the Bay as far as Tiger Head, where they cruised the day out but saw, The in the meantime cruised out in the Bay, and saw 2 Whales, but did not lower



Cruising in Chavish Gulf.

Saturday June 6. 1857.

Calm pleasant weather. Got breakfast at 3 A.M. and sent the Waist and Bow Boats, up the N.E. Bay, to look for Whales. They started from Vigor Head. Ship. Cruising off the mouth of the Bay, fitted and put another Boat on the Lardboard Grains, intending to take the old Lardboard Boat for fifth Boat. At 5 P.M. expected the Boats to get back, but at 7 P.M. we see nothing of them.


Sunday June 7. 1857.

Bright winds from the westward, and fine weather, in the morning I went in shore and took a look along shore, and got back about noon, about 4 P.M. The Waist, and Bow Boats got back, they had seen some 25 or 30 Bow Head Whales up the Bay. At 5 P.M. saw several Whales around the Ship, lowered for them but they were very soon all out of sight. At 7 P.M. stood in under the N. Shore, (this being the N.E. Bay of Chavish Gulf,) and came to anchor, in 19 fms water, soft-bottom, intending to go up the Bay with the Boats tomorrow, and try for a Whale.

N. E. Bay, of Teovish Gulf.

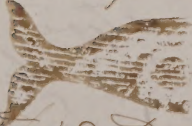
Monday June 8. 1857.

first part Calm, and pleasant,
latter part Pleasant breeze from
the westward. Ship lying at anchor
in N. E. Bay, Teovish Gulf, at
2 P.M., we got Breakfast, and started

ed up the Bay with 4
boats to try for a Whale
saw quite a good many, but they
were very shy, and the ice was
very close, though not very heavy,
got back to the ship at 6 P.
M., no richer than when we
started in morning, unless I
set a price on some 10 or 12
dozen of Eggs, that we picked
up on a small Island in the Bay,
they ought to be worth something
for it was very hazardous climbing
the cliffs to get them.


Tuesday June 9. 1857.

Calm foggy weather, at 5 A.M.,
we started up the Bay with three
boats, and got back at 5 P.M.,

saw quite a number of Whales
along, and in the ice,
tried to strike those that were off from
the ice but could not, the Capt.
went ashore with the other two boats
and got some wood.

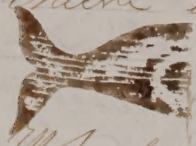
Naorish Gulf. V.C. Part.

Wednesday June 18. 1857.

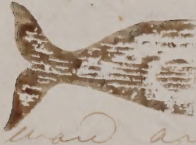
Fresh breezes from the westward, and cloudy weather, just after Breakfast had a little bit of a row. Two of the Hands, first commenced it, and the interferred to quell it, when one of them (Wid Kuntline) clenched the Capt., and of course hauled him off, when another of the men tackled me, and the Capt. a light brush still him however, and the Capt. proceeded to inquire into the row, and found by the statement of a number of the men that Wid Kuntline had been altogether to blame in first kicking up the row, and attempted to use his Knife on his antagonist, for which the Capt. had him tied up, and then gave him a light flogging, kept him tied about half an hour. at 10 A.M. lowered at 7 P.M. got underway to work out of the Bay. at 10 A.M. lowered three Boats for Whales, but without success.  in the afternoon had strong breezes by spells, at 1 P.M. had to double reef, but an hour after it was nearly calm, had one Boat down a few minutes for a Whale, about the time we had to double reef, saw two ships, at 9 P.M. were off Wager Head,

Whaling in Looeish Gulf.

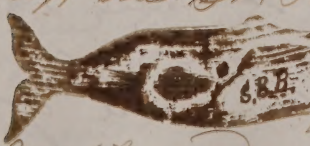
Thursday June 11. 1857.

Fresh gales from the westward and
thick weather by spells. saw a few
Whales but did not lower,
 in afternoon saw more
Whales, saw three Ships, underway
and one at anchor, about 5 p.m.,
all three of the Ships were fast
to Whales, one of which was boiling.
at 6 p.m., we lowered for a Whale but
without success.

Friday June 12. 1857.

Calm and foggy, at noon saw two
Whales, in the fog, at 2 p.m.,
 light winds from the west-
ward and fair weather, at 5 p.m.,
saw two more Whales one rising, saw
4 ships two of them chasing Whales,
spoke two of the ships we saw fast,
Cornelius Howland, Janus, the latter
saw her Whale, the former did not,
the other ship that was fast, was the
Parashute, she saw her Whale,

Saturday June 13. 1857.

Light variable winds, and fair weather
at 6 a.m. Waist and Bow Boats, started
up the B. C. Bay, prepared to stay there or for
 in the afternoon we lowered
from the ship with three boats,
caught, and cut in a Bow Head,

Whaling in Davis's Gulf.

Sunday June 14. 1857.

Strong gale from the eastward, and cloudy. at 6 A.M. commenced boiling in the afternoon the weather made some attempts to rain. Ship, held on, off Kiger Head under easy sail. Saw 5 or 6 Ships, during the day, Maist, and Bow Boats, up the North East Bay.

Monday June 15. 1857.

Strong gale from the eastward, and rainy weather. Employed in boiling the Ship bluffing out the storm off the Mouth of N.E. Bay under easy sail the Maist and Bow Boats up the Bay, somewhere, on a Whaling expedition at 11 A.M. saw some 1/2 dozen Whales around and lowered down the Starboard Boat a few minutes, but found it rough Whaling. At mid-night the gale moderated.

Tuesday June 16. 1857.

Light winds, and fair weather, at 3 A.M. finished boiling. at 6 A.M. Calm and pleasant, at 1 P.M. light winds from the westward, started up the N.E. Bay in search of our Boats, at 3 P.M. the Boats got back, one of them had seen three Whales, the other had seen nothing.

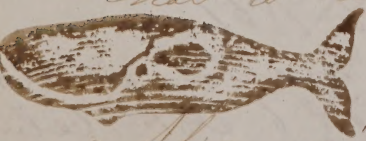
W. C. Bay of Caorisk Gulf,

Wednesday June 17. 1857.

Light airs from the east. West. & W. and Calm by spells, weather fine. Ship cruising off Kiger Head. Starboard Boat, and starboard Bow Boat, looking for Whales up the W. C. Bay, saw quite a number, both from the ship, and Boats up the Bay, but could not catch them. at 5 P.M. brought the ship to anchor, about 8 miles to the W. C. of Kiger Head, all hands on board at 5 1/2 P.M.

Thursday June 18. 1857.

Light winds from the eastward, and cloudy. at 5 A.M. got the ship under way, and run her out of the Bay, whilst the fourth Mate, and myself went up the Bay with our Boats to look for Whales, and catch one if we could. took provision for three or four days, in case we should have had to remain away from the ship.



I found Whales, however and caught one, and the ship seeing nothing outside, run into Toward night, and at 6 P.M. we got the Whale alongside, and came to anchor, about 10 miles up the Bay from Cape Island, and cut it in got through at 9 P.M.

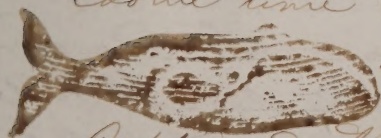
N. E. Bay of Taovik Gulf.

Friday June 19. 1857.

Moderate winds, and pleasant, at 8 A.M. the Mast, and Bow Boats, started out to the mouth of the Bay Whaling, and the fourth Mate and myself went up the Bay to look for Whales but did not see any. The Mast and Bow Boats saw quite a number about the mouth of the Bay. The Capt. has stayed on board, and employed himself at boiling at 5 1/2 A.M. the boats had all returned, three ships in the Bay two underway, and one at anchor, the latter boiling.

Saturday June 20. 1857.

Calm, and pleasant, lying at anchor in N. E. Bay, Taovik Gulf, finished boiling, at 3 P.M. the fourth Mate and myself started off to look for Whales, the other boats remained on board to clear up ship as usual after boiling and get a few casks of fresh water, which they did. after I had cruised for some time I found Whales, and about noon I struck one, got some and lost the Whale, the Capt. and third Mate started to assist me but were too late, except to haul the boat up on Bird Island. at 4 P.M. all got back to the ship, so much for to day.



N.E. Bay, of Saorish Gulf,
Sunday June 21. 1857.

Light winds from the westward, and pleasant. Ship lying at anchor in N.E. Bay, Saorish Gulf, at 3 A.M., the three Harbor Boats, started off down the Bay in search of Whales. Cruised around all day, but did not see a Whale. At 6 P.M. we got back to this ship. I brought my Boat with me. That I got stone Yesterday, and we took it in on deck, it quite badly stone. The Keel, and two Planks, on one side; and four Planks, on the other side, together with the Center Board, and one thwart.

Monday June 22. 1857.
Light air from N.E. and a little fog, at 1 A.M. got underway, and at 3 A.M. the Capt. started out for the of the Bay, with four Boats, leaving my humble self on board to work the ship out, and repair my Boat, or burn her up. Just as I was of a mind to do, so I went to work to repair her. At 9 A.M. light air from the westward, and fine weather, I saw one Whale from the ship, at 4 P.M. the Boats all came on board they had caught one Crab and few small Mussels,

Eastern part of Davis Gulf,

Tuesday June 23rd 1857.

Light westerly winds, and warm pleasant weather. Ship lying around about Wigen Head, saw one Whale one rising, the Maist, and Boats Boats off, in search of Whales around the Bay, got back about 9 P.M. had not seen anything. Spoke the Bark Massachusetts, and got one new Boat, and four casks of Bread out of her. I have been employed all day myself in repairing my Boat.

Wednesday June 24. 1857.

Very light air, and warm pleasant weather except about two hours of fog. Employed in repairing my Boat. The Capt has been at work fitting a new Boat, saw two Whales, and towed three Boats for them, but did not see the Whales after the Boats went down. Saw four or five Ships.

Thursday June 25. 1857.

Very windy. Calm, all day, warm pleasant weather. At 3 A.M. sent the Maist and two Bow Boats off to look for Whales, at 3 P.M. they returned having seen nothing. I finished repairing my Boat to day, all but painting. Saw 4 ships, one of them of sailing

P. C. parts of Davis's Gulf.

Friday June 26. 1857.

Calm cloudy weather. Ship lying at anchor under the N. Shore of Davis's Gulf, about 8 miles to the eastward of Town Cl. East. and Bow Boats off all day looking for Whales but did not see any, at 9 P.M. the Capt. started off for Town Cl. Bark, Massachusetts, and Vernon in sight at anchor. The ice boiling.

Saturday June 27. 1857.

Calm foggy weather, at 3 P.M. sent West and Bow Boats in shore to look for Whales. Ship lying at anchor, at 4 P.M. the fog cleared off, at noon the Capt. got back from Town Cl. Lighter moderate winds, from the southward, and heavy cloudy weather, two Barks in sight at anchor, and one Ship in sight underway. At 6 P.M. the boats got back, but had not seen any Whales.

Sunday June 28. 1857.

Moderate breeze from S.W. and dull cloudy weather, at 3 P.M. got underway, in company with the Bark Massachusetts, and went to the westward. Employed in giving the Ship a regular scrubbing, an usual job for the Sabbath, but do it we must, necessarily or not.

Departure from Caovish Gulf.

Monday June 29th 1857.

Fresh breeze from the S. and S.E. and thick rainy weather, we have worked out of the Gulf to day, but where we are bound is more than I know, yet we are evidently about to shift the ground, as every possible attention is paid to sailing the Ship, and all sail out. Put my Boat on the Verains, again to day, and got her ready for another. Wash up.

Tuesday June 30. 1857.

Fresh breeze from the eastward, and rainy, foggy weather, working Ship to eastward, with nearly all sail set, and well do I wish it was quite all sail, and for home.

Wednesday July 1st 1857.

Strong breeze from the eastward, with spells of rain, and fog, working Ship to the eastward, by noon, the sail was reduced to double reefed topsails.

Thursday July 2nd 1857.

light wind, from the eastward, and rainy weather, steering about S.E. by the wind at 4 A.M. fresh breeze. at 2 P.M. strong breeze from S.E. and S.W. and fair weather, steering by the wind, to the eastward, employed in repairing broken tools.

From Davis Gulf.

Friday July 3rd 1857.

Moderate, baffling winds from the S.E. steering N.E. at 4 A.M. a long stretch of Land bore in sight to the eastward. Latter part light baffling winds from the northward, worked ship to the N. with all possible sail set. had neither rain nor fog to day.

Saturday July 4th 1857.

Light baffling winds, and very pleasant all this day. in the afternoon we had a fine breeze from N.E. worked northward as much as circumstances would let us, celebrated the day much the same as we do every day. I expect the folks are having a joyful kind of a time at Home but it I won't do for me to think about one myself.

Sunday July 5th 1857.

Light winds from the eastward, and fine weather steering northward, at 8 A.M. saw Land to the westward which finally presented the appearance of two or three Islands, at about noon had a fine breeze from N.E. which lasted the rest of the day, steered about N. N.W. keeping by the wind.

Lat by Obs 59.05 North.

To Penguin Gulf.

Monday July 6 1857.

Pleasant breeze from the northeast, and fine weather, working northeasterly as fast as a head wind will let us, at 5 A.M. saw two Ships standing to the eastward. Employed in repairing up the Rattling, and receiving a few new ropes.

Shot by Obs 58° 57' North.

Tuesday July 7. 1857.

Pleasant breeze from E.N.E. very nearly, and fine weather, at 7 A.M. made the Land to the Eastward, unbent and repaired the mainsail, saw three Ships. Spoke Ships, Justine of Havre, and John Perry of New Bedford, latter ship has one Whale (30 bls) the former nothing.

Shot by Obs 59° 05' North.

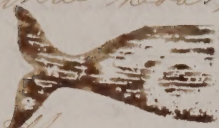
Wednesday July 8. 1857.

Light winds from the southward, and pleasant, at 7 A.M. The Capt and 3^d Mate started in shore to reconnoiter. The Ship, about 8 miles from the eastern shore, at 9 A.M. Calm, came to anchor in 40 fms water, at 2 P.M. light winds from E.N.E. got underway, at 6 P.M. the Boats got back, they had been visiting a native village which they found. They saw Horned Cattle, and Horses, but got the People unpro-

Shot by Obs 59° 05' North.

Cruising in Penzance Gulf.

Thursday July 9. 1857.

Calm pleasant weather, at 7 A.M. lowered
three boats for a Bow Head, and while
 we were chasing it we saw
and chased another Bow Head.
These were the first Whales we have seen
since leaving Taovish Gulf. at 9 A.M.
Came to anchor in 38 fms water, at
5 P.M. we got on board, after cruising
all day, and at 6 P.M. got underway, and
steered W. with very light airs from the
north. Spoke Ship Milton, she has been
in this Gulf six weeks, and has in the
way of making a season's work, picked
up a Saussele Digger which made her six
Barrels of Oil.

Friday July 10. 1857.

Fresh breeze from N.E.W. and cloudy
weather, at 7 A.M. the Capt. and
third, and fourth mates went in shore
to look for Whales, while the Second
Mate and I stayed on board to break
out stow, ballast. Ship with salt
water, wash off decks, and the like.
at 8 A.M. it came on foggy, but
it began to clear away again about noon
and at 2 P.M. the boats returned
They had seen one Bow Head, saw
six ships in the course of the
day, and spoke ship Champion
and Brutus, got two Boat Davits
from the latter, which she wrecked from
the ship Newton,

Cruising in Bering's Gulf.

Saturday July 11. 1857.

Strong breeze, breeze from S. W. and foggy. Employed in rigging out Starboard Bow Davits. at 10 A.M. went in shore with the three Starboard Boats, at 4 P.M. returned to the Ship. saw six Ships, but no Whales, except a dead one which the Ship Ciera had caught. spoke Ship South Seaman and Barbr Wolga.

Sunday July 12. 1857.

Strong breeze from S. W. and heavy, foggy weather. a fit day to lay by. saw 4 Ships. spoke Ship Montank of Sag Harbor. with three Bow Heads, this season (10 lbs.) and one Mussel Digger, (9 lbs.).

Monday July 13. 1857.

Strong gale from S. W. and cloudy weather. at three A.M. went in shore with the three Starboard Boats, but had to return about 1 O'clock on account of the fog, which lasted nearly all the rest of the day. saw 2 Ships.

Tuesday July 14. 1857.

Light winds from S. W. and foggy. at 5 A.M. stood in shore and came to anchor. at 6 A.M. started off with 4 Boats to look for Whales. two Boats each way from the Ship, along shore. at 8 A.M. calm and the fog partly cleared up. at Noon light southerly winds, and heavy weather. at 8 P.M. the Boats had all got back, had not seen any Whales. saw 1 Ship, one Boaling.

Tracking out of Penzinsk Gulf.

Wednesday July 15. 1857.
Strong gales from S.W. and rainy weather. at 6 A.M. took our anchor set double reefed topsails, and steered by the wind. on three, and four hour Tacks. Saw two Ships.

Thursday July 16. 1857.
Fresh breezes from W. S.W. very nearly and fair weather. Employed in breaking out provision, and ballasting Ship with salt water. Spoke Ship Cornelia Howland. at 4 P.M. light winds from the eastward and pleasant. Steered W by S. by S. we are most undoubtedly bound out of this Gulf, after about 12 days cruising, during which time we have seen 2 live Bow Heads, and one dead Bow Head, the latter was caught by the Ship Cicero. Saw 4 Ships to day. at 8 P.M. she was distant to the eastward about 10 miles.

Friday July 17. 1857.
Light winds from S. with spells of Fog. Steering W. by S. by S. at 3 P.M. Pleasant breezes from E. S. E. and fair weather. Steered S by the wind. Saw 2 Ships. and spoke Ship Champion, with 4 Whalers. (250 bbls.) This Season.

Saturday July 18. 1857.
Moderate winds from S. to S. E. and thick Fog. Steered W. S. W. and S. W. by W.

Second arrival in Ivavish Gulf.

Sunday July 19. 1857.

Light winds from E. and foggy. Steering S.W. by W. at 6 A.M. steered W. at 6 P.M. the Fog raised up so that we could see a few miles. Steered E.N.W. and shortly after made the Land to the North. Middle part Calm. Latter part light winds from W. S.W. and clear weather.

Monday July 20. 1857.

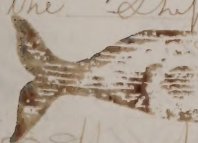
Moderate breeze from W. S.W. and clear weather. Heaving to windward, along the Land, saw a Ship to windward.

Tuesday July 21. 1857.

Moderate breeze from W. and thick Fog, working to the westward along the Land.

Wednesday July 22^d. 1857.

Moderate breeze from the Southward, and foggy. at 6 A.M. the Fog lit up. a little. Saw the Land somewhere near Mussle Point. at 7 A.M. lowered the Larkboard and Mast Boats to Coast the Shore along into Ivavish Gulf. at 8 A.M. thick Rainy weather. about noon we saw the Ship again. Saw a Bow Head about the same time close into the Rocks. at 5 P.M. got back to the Ship. the Ship at this time had got in by Jeffrey's Point. Saw two ships in the Gulf, one of them is the Corneliuz Howland. Saw a member of Mussle Digger.



Cruising in Taovisk Gulf.

Thursday July 23. 1857.
The Starboard and Mast Boats started off this morning up East Bay to look for Whales, took provisions enough to last us two or three days. at noon the Captain anchored the Ship off Town Cla. and in the afternoon there he went into the Town to buy Salmon.

Friday July 24. 1857.
Ship laying at anchor off Town Cla. the Starboard and Mast Boats did not get back to day. but the Capt got aboard this morning, with his Boat loaded with Salmon.

Saturday July 25. 1857.
Calm pleasant weather. at 6 O'clock this morning the Second Mate and I got back from our cruise. got the Ship underway, and sent the two Bow Boats off on a cruise. at 2 P.M. had to anchor the Ship again, and very near the spot from where we got underway. at 3 P.M. the Capt went ashore at Town Cla.

Sunday July 26. 1857.
Calm pleasant weather. Ship lying at anchor off Town Cla. at 11 A.M. the Boats all got on board. the Capt brought a Load of Salmon. at 2 P.M. got underway. at 4 P.M. rained. saw 5 Ships.

Cruising in Jarvis Gulf.

Monday July 27. 1857.

Calm rainy weather, at 8 A.M. moderate breeze from the eastward, and fair weather. Starboard and Waist Boats went in shore into the north shore and followed it down by Lannette Point and so along to Fabius Island. saw no Whales. at noon The Ship was off the Island, and went on board. Rather fast calm pleasant weather. Saw Barks Cynthia and Volga at anchor in Fabius Bay.

Tuesday July 28. 1857.

Strong breeze from the eastward, and thick rainy weather. Run over to S.W. towards S.W. Bay. at noon made Fog. and Green Islands. at 5 P.M. raised a dead Whale at anchor, with a waif in it, which was killed anchored, and lost by the Ship. Nearly about two weeks ago, we examined the Whale, and found it would pay us to cut it, and as the Whale would have been entirely worthless in a day or two more and the Ship no probable chance of finding it we concluded we had better take it and save her and anchor and craft for her. in hauling up the anchor, we found one part of the line already parted, and the other partly chafed off around the Fluke of the anchor at 6 P.M. brought the Ship anchor and went to cutting. Middle head bore N.E. by E. $1/2$ N. and Green Island S. laid about 15 fathoms water.

Second departure from, Tavish Gulf,
arrival on

Wednesday July 29. 1857.
Strong breeze from E. & E. and rainy weather
at 8 A.M. got underway, spoke Ship
Leicester, and then steered out of
Tavish Bay, passing out between Fog,
and Green Islands. Light wind,
steering N.W. at 5 P.M. fair weather
saw a sail astern. Land in sight
on our Starboard Beam.

Thursday July 30. 1857.
Light winds from the southward, and
rain weather, at 7 A.M. fair weather
at 11 A.M. pleasant, steered north
westerly, Land in sight to the West.
Employed in boiling out our Whales.
Lat by Obs 54° 00 North.
Long by Chron 148° 27 East.

Friday July 31st 1857.
Light winds, with some rain, a good
deal of Fog, and a little clear weather.
saw Ship Rapid, and spoke the Bark Lydia.
The Lydia had 2 Whales. (246 lbs.)

Saturday Aug 1. 1857.
Had some of all kinds, of winds, and
weather, with a very small proportion of
good, at 8 A.M. went in shore, with
Starboard and Mast Boats, at The W. Head
of Isaac Howland Bay, and worked along
shore to westward about 10 miles, and then came
on board in a rain storm, saw three Ships.

Taovish Gulf. again.

Sunday Aug 2^d 1857.

Light baffling winds, and fair weather
worked in to Taovish Gulf. Went in with
the Larboard and Harist Boats, at 10 A.M.,
about 10 miles to the westward of the N. Head
of the Gulf, and worked along in shore,
as far as the mouth of the S.W. Bay,
saw no Whales, got back to the Ship
at 8 P.M. saw two Ships at anchor off
Middle Head.

Monday Aug 3^d 1857.

Calm fair weather, at 8 A.M. light
winds from the E. at 11 A.M. light
winds from the S. succeeded in
getting into the Gulf again to day,
employed in stowing down Oil, saw
two Ships.

Tuesday Aug 4th 1857.

Calm foggy weather, at 8 A.M. light
airs from the southward, and we stered
E. at 2 P.M. dropped anchor, off
Arman, in 12 fms water, at 4 P.M.
clear weather, took our anchor, and
stered for Labing Island, at midnight came
to anchor in Labing Bay, in 10 fms water.

Wednesday Aug 5th 1857.

Light baffling winds, and pleasant, Ship lying
in S.W. Bay, Larboard and Harist Boats a whaling saw
six Whales, the rest of the Boats
getting wood.

Fabius Bay, Naorish Gulf.

Thursday Aug 6. 1857.

Clear weather. Ship, lying at anchor in Naorish Gulf (Fabius Bay) the three Starboard Boats, down off German River cruising for Whales, and the two Starboard Boats employed in getting Wood, and Water. at 8 P.M. all the Boats were on board again, had seen no Whales.

Friday Aug 7. 1857.

Strong gale, from N.E. Ship lying at anchor in Fabius Bay we started off on a Whaling cruise for the day, with the Starboard Boats at 3 A.M. and got back about 4 P.M. when the Capt. and Starboard Bow Boat, went off to try their luck. They went away to night so as to be on the ground early in the morning, which is distant from the ship, from 12 to 15 miles. I hope they will catch a Yellow.

Saturday Aug 8. 1857

Calm pleasant weather. all the Boats but the third, started off a looking for Whales, at 7 P.M. we had all got back, had seen no Whales, and of course caught none, with two Boats each way from the ship, we have looked over 40 or 50 miles of the Bay since morning. Had No. 1. and no pay.

Fabius Bay, Tavris Gulf.

Sunday Aug 9. 1857.

Calm foggy weather. Ship at anchor in Fabius Bay.

Monday Aug 10. 1857.

Calm hazy weather. Ship lying at anchor in Fabius Bay. 4 boats off all day looking for Whales, but saw none.

Tuesday Aug 11. 1857.

Calm foggy weather. At 5 a.m. 4 boats started off on a cruise for Whales, prepared to stay three or four days. Two went down into Shoal Water Bay, and two over into East Bay. The ship at anchor in Fabius Bay.

Wednesday Aug 12. 1857.

Strong gale from the east, and rainy weather. Weather part moderate and fair weather.

Thursday Aug 13. 1857.

Strong gale and rain. Ship lying at anchor in Fabius Bay. at 5 p.m. The Searboan boat got back, but ^{none} of the rest have yet returned.

Friday Aug 14. 1857.

Strong gale and rainy weather. Ship lying at anchor in Fabius Bay. Four boats still absent. viz - The Capt's, The Deacon, Third, and Fourth Mate's.

Labiaz Bay, Harris Gulf.

Saturday Aug 15. 1857.

Strong gale from the eastward, and raining weather, all the boats absent from from the ship but mine. (The ship still at anchor in Labiaz Bay, about 8 a.m. I started off, to carry the Capt and second mate something they to eat. They blocked up in Orman River by the storm, and got swamped in landing it, and came very near, not only of losing my boat, but myself, and crew also. I supposed the place where I landed much better than it proved to be, when I came to get fairly into it, however I got ashore safe, and all is well that ends well.

Sunday Aug 16. 1857.

Strong gale from the eastward, and thick raining weather, ship at anchor in Labiaz Bay, and all the boats, absent.

Monday Aug 17. 1857.

Strong gale from East, and raining at noon it began to moderate, and at 6 P.M. the Capt, second mate, and I got back to the ship. The Capt and second mate had been gone six nights and had not seen any Whaling, or had a chance to see any. The Third, and fourth mates are still absent, and I suppose they are somewhere in the eastern part of the Gulf.

Departure from Labriz Bay.

Tuesday Aug 18. 1857.

Calm rainy weather. Ship lying at anchor in Labriz Bay, at 1 a.m. the third, and fourth mates, got aboard once more. They had been pulling all night. at 1 P.M. fair weather, but no prospect of a breeze, sent the Second, and third mates down to Arman River, to stay over night.

Wednesday Aug 19. 1857.

Calm shower weather, with some fog. at 9 a.m. the boats got back and at 4 P.M. we weighed our anchor and towed the Ship, about 2 miles, out of the bay, and came to anchor again. at 8 P.M. had fresh breezes from the North East.

Thursday Aug 20. 1857.

Fresh breezes from the N.E. and pleasant. at 3 a.m. took our anchor and worked over into the mouth of C. Bay, in company with the bark Lydia. the Second, and third mates worked along in shore with their boats, looking for Whales, at 5 P.M. they came on board but had not seen anything. Employment on-board in repairing a Top-sail, at 6 P.M. the Ship was off Town-Old-River, and a portion of the Town in sight.

Town Ola, Paovik Gulf.

Friday Aug 21st 1857.

Strong breeze from the North.
At 6 AM. moderate breeze, and
rainy weather. Cruised out between
Bow-Head Island, and Janette Point
in the middle of the day Calm. Latter
part light winds from the westward,
but still rainy. Steered towards Town
Ola, saw a Ship off Janette Point
but no Whaler.

Saturday Aug 22nd 1857.

Calm pleasant weather. at 5 AM.
The Capt and I started off on a
Whaling cruise, and at night we
fetched up at Town Ola, and concluded
to stop until morning. The Ship was
anchored about noon, by the second
Officer, some 10 miles distant from
here, to the South West.

Sunday Aug 23rd 1857.

Calm, pleasant weather. Ship lying
at anchor off Town Ola, at 10 AM
The Capt and I got back to the
Ship, at 11 AM. light air from
the southward, got underway, and tried
to get to the westward. after getting
things all right on board, I proceeded
to go through the necessary overhauling
after staying on a night, at one of
these Indian villages, and found that I
had got well stocked with Body Lard.
These People are very Hospitable to Strangers
but the Louisiest set I ever saw.

Working out of Davis Gulf.

Monday Aug 24. 1857
Light baffling winds, and clear weather,
steered to the N. E. W. when the winds
permitted us to do so, saw two sails, and
spoke one of them, the bark Lydia, of
San Juan, at San Juan Bow Head.
Island bore S. E. by E. distant about 12
miles, saw three muskshippers to day.
As for Bow Head, I have long since given
the idea of ever seeing any more in
this Gulf. How few more than two
months I have seen but 11 Bow Head-
Whales, and have had barely a sight
of them. they were going so fast.

Monday Aug 25. 1857.
Calm. foggy weather, at 5 P.M. light
saw from N. E. W. and clear weather, saw
the bark Lydia to the S. E. saw Bow
Head, Fabius, and Log Island, about
equally distant from us.

Tuesday Aug 26. 1857
Calm pleasant weather, at 1 P.M. light
winds from N. E. W. steered S. E. by the wind
at 6 P.M. tacked to the westward, Bow
Head Island, bearing S. E. distant 20 miles
and the bark Lydia in sight to leeward

Thursday Aug 27. 1857.
Fresh breeze from N. E. W. and clear
weather, at 8 A.M. fetched out by Log
Island, and worked to the westward by
the wind, saw the bark Lydia to
the westward, at sunset, (or 6 P.M.) Log

From Taovish Gulf.

Friday Aug 28. 1857

Strong gale from S. and thick rainy weather. steering by the wind on both tacks alternately. at 3 P.M. the wind hauled to W. S.W. with clear weather ship heading S. saw the land astern.

Saturday Aug 29. 1857.

Strong gale from W. with clear weather. the ship heading S. S.W. by the wind. had the Foretop sail up. a part of the day. This morning there was something occurred at about 4 O. clock, which I will not write. but try to remember.

Sunday Aug 30. 1857.

Fresh gale from W. and clear weather steering about S. S.W. by the wind. latter part quite moderate.

Monday Aug 31. 1857

Baffling winds, and squally, worked the ship to the westward. Latter part pleasant breeze from W. N.W. and S.W. with clear weather. steered southwesterly by the wind.

Tuesday Sept 1. 1857.

Pleasant breeze from the westward, and clear weather. worked to the westward spoke ship Hudson, of Fair Haven, with 300 ^{lbs} This season.

to the Chanter Islands.

Wednesday Sept 2. 1857.

Pleasant breeze from the S.E. and clear weather. steering W. with Studding sails set. Saw a ship standing to the Eastward. Latter part light airs.
Lat $55^{\circ} 10'$ North.
Long $142^{\circ} 43'$ East.

Thursday Sept 3. 1857.

Calm. pleasant weather. Two Peaks of Land in sight to the South.

Friday Sept 4. 1857.

Calm. pleasant weather. at 2 P.M. moderate breeze from S.E. steered W. by S. with all possible sail set.
Lat $55^{\circ} 14'$ North.
Long $141^{\circ} 58'$ East.

Saturday Sept 5. 1857.

Fresh gales from S.E. and clear weather steering W. at 5 A.M. Made Crooket's Island, situated off the S.E. end of Big Chanter Island. at 6 A.M. made Big Chanter Island. at 7 A.M. Strong gale and cloudy weather. with some rain. doubled the Top sails, and luffed by the wind Latter part. Ship laying by the wind. under her Storm Sails only.

Sunday Sept 6. 1857.

Fresh breezes from the eastward. and fair weather. steered about S.W. saw six Islands and perhaps more. Latter part light winds steering into Mercury Bay. saw three Ships. and the Ship Lancaster. with one small

Arrival in Hunter Bay.

Monday Sept 6th 1857.

Moderate wind; from the S.W. and clear weather. At daylight this morning we were in Boat Harbour Bay, and seeing nothing we cruised along towards Hunter Bay, sent down our Foretopgallant Mast, and shifted the Foretopsail. At 6 P.M. we could see partly into Hunter Bay, saw seven Ships inside, and three outside.

Tuesday Sept 7. 1857.

Fresh breeze from W.W. and clear weather. At 6 A.M. came to anchor just into Hunter Bay, in 17 fms water. At noon the tide turned in our favor and we got underway, and worked up towards Eagle Head. Spoke Ships, Montebello, and Florida, saw 10 or 12 others, some at anchor, others underway.

Wednesday Sept 8. 1857.

Light wind, from the western Board, and clear weather. At 5 A.M. came to anchor off Eagle Head, and sent four Boats to look for Whales, but saw none. Sent a ship maintopsail.

Thursday Sept - 10. 1857.

Moderate breeze and clear weather. At 4 A.M. sent two Boats off looking for Whales, sent six. At 8 A.M. got the ship underway, and worked round to Ellis Island, and anchored again at 6 P.M.

Cruising in Southwest Bay.

Friday Sept 11. 1857.

Fresh breeze and pleasant. Cruising in S.W. at 2 P.M. the Larboard and Waist Boats found some Whales. The first we have seen to speak of for more than 80 days. The Waist Boat struck one, and we killed it, and clubbed it. I left the Waist Boat to look out for it, and came on board myself, to give the news.



Saturday Sept 12. 1857.

Fresh breeze from S.W. and clear weather. got our Whale alongside, and cut it in. had two Boats off looking for Whales. Saw about 30 Ships, six or seven of them boiling. got two Casks of Bread out of Ship Daniel Wood.

Sunday Sept 13. 1857.

Fresh breeze from S.W. and clear weather. the Ship lying at anchor in S.W. Bay. at day-light. The Larboard, and Waist Boats started off to look for Whales. while the rest of the gang got the Ship underway, and worked her further down the Bay, and anchored her again. at 4 P.M. sent the Bow Boat up to the Head of the Bay to try for a Whale. at 6 P.M. the second mate, and I got back to the Ship. we had seen no Whales. at 7 P.M. moderate breeze from S.W. Saw about 20 Ships, to day. 8 or 10 of them boiling. saw two Ships cutting, and heard of 6 or 7 others trying a Whale.

Cruising in S.W. Bay, N. Island,

Monday Sept-14. 1857

Fresh breeze from the westward and clear weather. The Ship lying at anchor in S.W. Bay, and four Boats off looking for Whales.

Tuesday Sept-15. 1857

Fresh breeze from the westward, and clear weather. The Ship lying at anchor in S.W. Bay, four Boats off looking for Whales. The Harriet-boat caught one, and I helped him tow until dark and then anchored it near to Bark Massachusetts. The Boats Boats got on board about 5 P.M., and the Capt. got the Ship underway to try and find us with the Whale, but he could not get the run of us before dark and was consequently obliged to anchor again.

Wednesday Sept-16. 1857.

Fresh gale, from the westward, and wild looking weather. at daylight I got a Fluke rope out of the Bark Massachusetts, and put it on to our Whale, and she took it tow, intending to tow it to our Ship for us, but it blowed on suddenly to a heavy gale, the Fluke rope parted, and we lost the Whale. at 11 A.M. it moderated, and being close to our Ship we left the Massachusetts, and got on board of our own vessel, we then went to work, and our Ship underway to look for the Whale, both anchors were down had not held the Ship. at 2 P.M. strong gale, again at 4 P.M. gale up the Whale and steered out of the Bay, every ship but three, had left the Bay and they had Boats ashore, which they cannot get until they have smothered us. Three

A look in Mercury, & Taylor's Bay.

Thursday Sept 17. 1857.

Moderate, baffling winds from N. to S. and hazy foul looking weather. worked down to Eagle Head.

Friday Sept 18. 1857.

Light winds, and clear weather, at 7 A.M. came to anchor about 6 miles to the south of Eagle Point, and cruised in shore with the boats. saw nothing, about noon got on board, and got the ship under way, steering southeasterly, for the passage out of Chatter Bay.

Saturday Sept 19. 1857.

Calm, cloudy weather, the ship at anchor to hold on against the tide in the Gut. at 5 A.M. got under way and worked over to Mercury Head, had rainy weather the most of the day, at 6 P.M. had moderate breezes from N.W. the weather still foul.

Sunday Sept 20. 1857.

Pleasant breeze from the westward, and clear weather, the ship at anchor off Mercury, took a look around Phoenix and Mercury Bay, for Whales, but saw none (went with the boats), at 6 P.M. got under way, and steered about N. by E. by the wind, the wind being N.W. at this time. Saw several ships, three of them boiling.

From Mercury Head, to Ion Bay.

Monday Sept-21. 1857

Light winds from the western board, and clear weather, steering northward. Saw two sail, steering the same way, at 6 P.M. Calm. Chanter Island, bearing W. by W. distant about 20 miles, and several small Islands, are in sight.

Tuesday Sept-22^d 1857.

Calm pleasant weather, two sail in sight at 4 P.M. light breeze from Southward, steered up spoke the Bark Massachusetts of New Bedford with 1000 bbls this season. at 6 P.M. great Chanter Island bore W. distant about 25 miles.

Wednesday Sept-23^d 1857.

Light baffling winds, and clear weather, the ship went but very little anyway, Saw land to the north-west. Spoke the Bark Massachusetts, and Ship China of New Bedford, the latter with 800 bbls of Oil this season, the former 1400 bbls.

Thursday Sept 24th 1857.

Fresh breeze from the eastward, and clear weather, at 10 A.M. came to anchor in Ion Bay (or Harbor), furled the sail and started off with 4 sail, to look for Whales, at 6 P.M. got back to the ship, had seen four all the day, 4 or 5 miles,



Lying at Anchor in Von Bay.

Friday Sept 25. 1857.

light winds from the S.E. and light rainy weather, the Ship lying at anchor in Von Bay. The Boats off looking for Whales, we saw several but could not get fast to any. The Capt purchased a Skulbeen to day from the Russians.

Saturday Sept 26. 1857.

Strong gale from N.W. and cloudy, with some rain. the Ship lying at anchor in Von Bay, and the Boats all off looking for Whales, saw three or four, there is now six Ships lying here, one of them boiling.

Sunday Sept 27. 1857.

Fresh breeze from the westward, and clear weather, the Ship lying at anchor in Von Bay, and the Boats coasting the shore for Whales, saw two to day from the Boats, and the same number from the Ship.

Monday Sept 28th 1857.

Light air, and clear weather, the Ship lying at anchor in Von Bay. The fourth mate and myself off trying to catch a Whale of which we saw several, and started at one but did not get fast. The other Boats employed in getting wood, and Water, there was four Whales struck in Von Bay to day, and two of them saved, by the seven Ships lying here.

Lying at Anchor, in Son Bay.

Tuesday Sept 29th 1857.

Light westerly winds, and clear weather
The Ship lying at anchor in Son Bay,
and four Boats off trying to catch a
Whale, but there was but very few seen
to day, particularly by our Boats, I saw two only.

Wednesday Sept 30th 1857.

Light westerly winds, and clear weather
The Ship lying at anchor in Son Bay,
and all five Boats off trying to catch
a Whale, but without success,
we saw but two, and they had
twenty five or thirty Boats after them.

Thursday Oct 1st 1857.

Fresh gales from the N. and cloudy, with
some rain. Latter part Strong gales, and
hazy weather, had four Boats off looking
for Whales, but saw none. The Bark
still lies at anchor, in Son Bay,
The Ships, Cowper, and Cambria sailed
from this Bay at 6 O'clock this morning.

Friday Oct 2nd 1857.

Calm, clear weather, Latter part light
northerly winds, The Ship lying at
anchor in Son Bay, and the Boats
off as usual looking for Whales, but
saw none, The Ship Bartholomew
sailed from this Bay to day,
probably to leave the Sea.

Departure from Von Bay, Ochotsk Sea.

Saturday Oct. 23. 1857.

light-windy, and clear weather. The Ship lying at anchor in Von Bay. Employed in taking Oil on Freight from the Bark Massachusetts, of New Bedford, to the amount of 3125 Gallons.

Sunday Oct. 24. 1857.

Fresh gale from the N.E. and cloudy. The Ship lying at anchor in Von Bay, at noon had squally of Sail, and at 2 P.M. it blew a complete gale. Had two Boats down in the morning looking around for a Whale, but we returned at noon having seen nothing, and in fact the weather was too bad to look much.

Monday Oct. 25. 1857.

Moderate breezes from the N.E. and fair weather. at 4 A.M. turned up all Hands and took both the Bow, and the Waist Boats, and secured them, and made some other preparations for a rough passage somewhere at 6 A.M. got underway, and started out this Bay, steering southeasterly by the wind in company with the Bark Massachusetts at 9 A.M. stowed and lashed the Anchors and unbent, and stowed away the cables, at 10 A.M. Calm, and a heavy swell setting the Ship back towards the Land again at 11 P.M. moderate breezes from N. started C. S. E. by the wind, with all possible Sail set. Bore direct for the Sandwich Islands at 6 P.M. Son. bore N. distant about 15 miles. (Our Season is up, 250 lbs for N.)

From the Ochotsk Sea

Tuesday Oct 6. 1857.

Moderate breezes from S. to W. and N.W. Steered S.E. by E. spoke the Bark Massachusetts, and the Ship Cambria both of them here us. are bound off.

Wednesday Oct 7. 1857.

Fresh breezes from N.W. and fair weather, steering S.E. by E. two Ships in sight. at noon the wind began to fall away, and at 4 P.M. it hauled to the N.E. and then left us entirely. at 6 P.M. it came out N.W. again quite fresh, and snowed a regular storm, at 9 P.M. heavy gales. had to turn up all hands to shorten sail.

Thursday Oct 8. 1857.

Strong gales from N.W. with squall of snow and hail; steering S.E. by E. at 2 P.M. the wind had fell off. so that we were able to carry all the sail that would draw. Two Ships in sight.

Friday Oct 9. 1857.


Fresh breezes from N.E. and cloudy weather steering S.E. by E. with all possible sail set. about 6 P.M. we took in the light-sails.

Saturday Oct 10. 1857.

Slight winds from the westward with squall of rain. Latter part fresh breezes from S.W. and and clear weather steering S.E. by E. Lat 56° 28 North. Long 153° 00 East.

to Lohina, Sandwich Islands.

Sunday Oct 11. 1857.

Moderate breeze from the westward, and clear weather, the ship lay aback until towards morning with the Kurile Islands in sight, at 6 A.M. we were in the 50° passage steering S.E. by E. at 8 A.M. lowered for a right whale  but without success, at Sun. set we had nearly laid the land to the N.W. saw a sail to the north of us, and two others passed us last night while we were laying aback, at 5 P.M. steered S.E.

Lat by Obs $49^{\circ} 45'$ North.
Long by Chron $155^{\circ} 26'$ East.

Monday Oct 12. 1857.

Fresh breeze from about W. and clear weather, steering E.S.E.

Lat by Obs $48^{\circ} 33'$ North.
Long by Chron $158^{\circ} 39'$ East.

Tuesday Oct 13. 1857.

Strong breeze from W. S.W. and clear weather, steering E.S.E. and E. by S.

Lat by Obs $47^{\circ} 30'$ North.
Long by Chron $163^{\circ} 00'$ East.

Wednesday Oct 14. 1857.

Strong breeze from W. N.W. and clear weather, steering E. by N. and E.

Lat by Obs $46^{\circ} 32'$ North.
Long by Chron $167^{\circ} 37'$ East.

From the Ochotsk Sea

Thursday Oct 15. 1857.

Fresh breeze from W. by N. and clear weather, steering E. Latter part, light-windy from W. and N. by E. and hazy weather.
Lat 45° 56 North,
Long 171° 46 East.

Friday Oct 16. 1857.

Light airs from E. S. E. and fair weather. Ship heading about S. at 3 A.M. tacked to the N. E. with moderate breeze. Latter fresh breeze, at 4 P.M. had to take in the light-sails.

Saturday Oct 17. 1857.

Strong breeze from E. S. E. very nearly, and cloudy weather, steering N. E. by the wind with single reefed Topsails, Jib, Courses, and the storm stay sails set.

Sunday Oct 18. 1857.

Was ushered in with strong gales from S. E. which gradually increased until about 10 A.M. when the gale had attained its height, the weather thick and raining, at noon it began to moderate, and at 3 P.M. we were able to begin to make sail, the wind about this time backed suddenly to the N. W. at 6 P.M. had the main Tack set, steering E. with a fresh breeze from W. and foggy weather, at midnight had moderate breeze from S. S. W. and all possible sail set.

To Lahina, Sandwich Islands,

Monday Oct 19. 1857.
Fresh breeze from the southward, and fair weather, steering E. some of the time we were close hauled by the wind at this course, at 6 P.M. squally, from S. E. W. and foggy, steering E. by S. double reefed the Topsails.

Lat - $47^{\circ} 25'$ North.

Long - $178^{\circ} 12'$ West.

Monday Oct 19. 1857.
Fresh breeze from S. W. and fair weather steering E. by S. and E. S. E. with all possible sail set.

Lat - $46^{\circ} 35'$ North.

Long - $175^{\circ} 18'$ West.

Tuesday Oct 20. 1857.
Moderate breeze from the southwestward, and cloudy weather, at noon wind to the S. E. and at 2 P.M. it had got around to E. Ship heading northeasterly, but about this time veered to the S. E. at 5 P.M. Fresh gale, from E. S. E. double reefed the Topsails. The weather thick and rainy since noon at 8 P.M. the wind hauled suddenly to the W. W. and rose to a Heavy gale, steered S. E. by E.

Wednesday Oct 21. 1857.
Strong gale from W. W. and fair weather, steering S. E. by E. under double reefed Main Top-sail, and Foresail, at 6 P.M. set single reefed Topsails, and Main Topgallantsail.

Lat by Obs $48^{\circ} 05'$ North.

Long. Pres $169^{\circ} 49'$ West.

From the Scotch Sea,

Thursday Oct 22. 1857.

Fresh gales from W.W. and clear weather. steering S.E. by E. and S.E. at 9 A.M. carried away a Fore Topmast studding Sail Boom, while setting the Lower studding sail, Latter part more moderate got up another studding sail Boom, and set studdingsails bow and aloft.

Lat - 40° 40 North.

Long - 167° 01 West.

Friday Oct 23^d 1857.

Moderate breezes from the S.W. and pleasant steering S.E. at 9 A.M. the wind hauled more to the S. and at noon was S.S.E. the Ship heading E. by the wind. Sent up the Fore Topgallant Mast and yard, and repaired, and bent the Sail. at 4 P.M. fresh breezes, took in the light sails, and at 6 P.M. had to double reef the Topsails.

Lat by Obs 38° 50 North.

Long by Obs 164° 46 West.

Saturday Oct 24. 1857.

First part strong gales, and heavy squalls from the S. Latter part moderate breezes from W.W. and clear weather. Steered S.E. Washed our season's catching of Whale Bone

Lat 38° 00 North.

Long - 163° 06 West.

To Tahina, Sandwich Islands,

Sunday Oct 25. 1857.

light winds from the western board, and clear weather, steering S. E. Employed in drying Whale Bone, and repairing the Rents in the Sails.

Lat - 36° 35' North,

Long - 161° 47' West.

Monday Oct 26. 1857.

Strong gales from S. steering E. S. E. by the wind, at 6 A.M. Heavy gales from S. W. steered S. E. at noon rainy weather, commenced washing Ship, but had to hold on with both Hands the most of the time at 4 P.M. moderate gales from W. began to make sail on the ship again, at 7 P.M. had whole Topsails, and the Main Topgallant sail set.

Tuesday Oct 27. 1857.

Moderate breezes from the westward, and cloudy, steering S. E. by S. with all possible sail set. Weather part clear weather Employed in washing the Ship.

Lat - 38° 50' North,

Long - 159° 17' West.

Wednesday Oct 28. 1857.

Light winds from the westward, and squally, steering S. E. by S. Employed in Scraping, and washing Ship, we bent a new Main Topgallant sail also. Weather part wind baffling from the Southwestern, but headed our course the most of the day.

From the Scotch Sea, to an

Thursday Oct 29th 1857.
Fresh breeze from the north-eastward
and squally, steering S.E. by S. Latter
part wind E. by S. saw a sail ahead,
Lat 58° 10' North,
Long 157° 55' West.

Friday Oct 30. 1857.
Light air from E. S. E. and pleasant,
steering S. E. by S. Employed in Running
Boats, repairing Rigging, and scraping Ship
Middle part calm, at 4 P.M. light winds
from E. by S. a sail in sight to leeward,
Lat — 58° 20' North,
Long — 156° 59' West.

Saturday Oct 31. 1857.
Calm pleasant weather, Employed in
painting Ship, and repairing rigging, a
sail in sight, at 5 P.M. light air
from the E. by S. steering S. E. by S.

Sunday Nov 1st 1857.
Light air from the E. by S. and pleasant
steering S. E. by S. Saw two sails,
at 6 P.M. fresh breeze from the eastward
steering our course by the wind.

Monday Nov 2^d 1857.
Fresh breeze from E. by S. and pleasant,
steering S. E. by E. Employed in painting
Ship, and repairing the rigging,
Lat — 55.00 North,
Long — 156° 22' West.

Arrival at, Lahina, Mowee Island.

Tuesday Nov 3^d 1857.

Strong trades from E, and sometimes E by S,
steering southeasterly by the wind most of the time.
Lat - 22° 30' North.
Long - 156° 02' West.

Wednesday Nov 4th 1857.

Fresh Trades, and pleasant, at 1 P.M.
Made Maua, bearing S by W, (E, end)
and at 4 P.M. came to anchor in
Lahina Roads, off Lahina Town.
Hauled the Sails &c.

Thursday Nov 5th 1857.

Clear weather Lying at anchor at Lahina,
and heard at Uebera.

Friday Nov 6th 1857.

Lying at anchor, at Lahina, and em-
ployed in getting ready to take Oil on
Freight, from the Ship Wagon.

Saturday Nov 7th 1857.

Lying at anchor at Lahina, and Employed
in taking Oil on freight from Ship Wagon.

Sunday 8th 1857.

Squally weather, Lying at anchor at Lahina
the Larboard Watch on liberty.

Monday 9th 1857.

Strong trade winds, Employed in taking
Oil on freight from the Ship Wagon.

Sailing at Lahaina, Maui.

Tuesday Nov 10. 1857.

Strong Trade, Employed in taking Oil on Freight, from the Ship Wagon.

Wednesday Nov 11. 1857.

Fine weather. Got through taking the Wagon's Oil, about 600 bbls. of it all.

Thursday Nov 12. 1857.

Clear weather, Employed in stowing Oil of our own, from the Packers.

Friday Nov 13. 1857.

Clear weather, Employed in sundry jobs.

Saturday Nov 14. 1857.

Fine weather, Employed at everything, and in every way imaginable.

Sunday Nov 15. 1857.

Calm, clear weather, the Starboard Watch on liberty.

Monday Nov 16. 1857.

Calm pleasant weather, the Starboard Watch on liberty.

Tuesday Nov 17. 1857.

Strong breeze from the S. and rigged the Starboard Masts on liberty.

Wednesday Nov 18. 1857.

Strong breeze from the south, the Ship all ready for sea.

Departure from Lahina, Maui,

Thursday Nov 19th 1857.

Fresh breezes from the southward, and squally, at 1 P.M., got underway, and at 3 P.M., the Capt came on board, and stered for Honolulu, at 4 P.M., were becalmed under the Island of Lānai,

Friday Nov 20th 1857.

Fresh breezes from S.W. and cloudy weather, at daylight made Lānaʻi Head, Oahu, bearing W. distant 15 miles, it took us all day to beat up to the Head,

Saturday Nov 21st 1857.

light-baffling winds from the S. and W. and rainy weather, laying off and on at Honolulu, Oahu, at 6 P.M., fresh breezes from W. & E. and squally, the Capt on shore

Sunday Nov 22nd 1857.

Fresh trade winds, and pleasant, laying off and on at Honolulu, Oahu, at 10 A.M., the Boat returns leaving the Capt on shore

Monday Nov 23rd 1857.

Moderate trade winds and pleasant, laying off and on at Honolulu, at noon the Capt came on board, and stered S. E. & C.

Tuesday Nov 24th 1857.

Very light airs, and pleasant. Bent a new mainsail, at noon spoke Ship, Japan at 5 P.M., fresh trades, stered S. E. & C.

From the Sandwich

Wednesday Nov 25th 1857.

Fresh trades, and fair weather, steering
S by E. by the wind, sent a new four top galleon.

Thursday Nov 26th 1857.

Strong trades, and clear weather, steering
S. S. E. Lat^d 15^o 45 North,
Long 157^o 49 West.

Friday Nov 27th 1857.

Fresh Trades, and fair weather, steering S. S.
E. by the wind. Lat — 13^o 16 North,
Long — 157^o 58 West.

Saturday Nov 28th 1857.

Strong Trades, and clear weather, steering
S. E. by S. by the wind. Lat 10^o 40 North,
Long 157^o 24 West.

Sunday Nov 29th 1857.

Strong Trades, and squally, steering about
S. E. E. by the wind.

Monday Nov 30th 1857.

Strong trades, with squally, and constant rain
at noon clear weather, latter part light wind
from S. E. and pleasant.

Lat 6^o 30 North,
Long 155^o 35 West.

Tuesday Dec 1st 1857.

Light winds from S. E. with occasional squalls
of rain, steering southeasterly by the wind.

Islands, to Karatonga.

Wednesday Dec 2^d 1857.

Light air, from the South east, and pleasant,
steering southwesterly by the wind.

Lat 4° 20 North,
Long - 156° 32 West.

Thursday Dec 3^d 1857.

Light wind, from the South East, and
pleasant, steering south westerly by the wind

Lat - 3° 05 North,
Long - 156° 16 West.

Friday Dec 4th 1857.

Fresh breeze from the S.E. and clear weather,
steering southwesterly by the wind, at noon
passed close by the S.E. end of Christmas
Island.

Lat - 2° 00 North,
Long - 158° 08 West.

Saturday Dec 5th 1857.

Fresh Trade, and clear weather, steering
about S. by the wind

Lat - 00° 35 North,
Long - 158° 29 West.

Sunday Dec 6th 1857.

Strong Trade, and pleasant, steering S. by
E. P. C. saw a ship ahead.

Lat by Obs 2° 05 South
Long by Obs 158° 33 West.

Monday Dec 7th 1857.

Fresh Trade, and pleasant, steering S.E. by
a ship in sight astern.

Lat - 6° 45 South,
Long - 157° 45 West.

From the Sandwich Islands to Keretonga,

Tuesday Dec 8. 1857.

Moderate Trades, and pleasant, steering about
S. S. E. by the wind.

Lat by Obs $9^{\circ} 30'$ South,
Long by Chron $157^{\circ} 07'$ West,

Wednesday Dec 9. 1857.

Fresh Trades and pleasant, steering S. S.
E. by the wind,

Lat - $11^{\circ} 30'$ South
Long - $156^{\circ} 58'$ West,

Thursday Dec 10. 1857

Moderate Trades, from E. and pleasant,
steering S.

Lat - $13^{\circ} 50'$ South,
Long - $157^{\circ} 19'$ West,

Friday Dec 11. 1857.

Light wind from E. to W. with squall
of rain, steering S.

Lat - $15^{\circ} 35'$ South,
Long - $157^{\circ} 07'$ West,

Saturday Dec 12. 1857.

Light air from the north east, and pleasant,
steering S. by W.

Lat by Obs $16^{\circ} 55'$ S.
Long by Chron $158^{\circ} 06'$ W.

Sunday Dec 13. 1857.

Light air from the north east, and
very warm clear weather, steering S.
by W. with every possible sail set,

Lat - $17^{\circ} 53'$ South
Long - $158^{\circ} 18'$ West,

Arrival at Karatonga, Island.

Monday Dec 14. 1857.

Moderate breeze, from the northwestern board, and clear weather, starting S. & W. at 5 P.M. Saw Land bearing about W. N. W.

Lat by Obs $19^{\circ}00'$ South,
Long by Chron $158^{\circ}58'$ West.

Tuesday Dec 15. 1857.

Fresh breeze from W. and pleasant, starting S. & W. by S. at noon. Made Karatonga Island, bearing S. at 3 P.M. were in with the Land and the Capt went ashore, at 5 P.M. squally, at 6 P.M. the Boat came off with a load of Pine Apples.

Wednesday Dec 16. 1857.

Calm cloudy weather, laying off and on at Karatonga, at 8 A.M. sent a Boat ashore to the Capt which returned at 5 P.M. with a load of Coconuts and Cabbage, and went on shore again, at 6 P.M. thick rainy weather and the Boat did not come off again had a moderate breeze from S. the most of the afternoon and evening.

Thursday Dec 17. 1857.

Calm rainy weather, at noon moderate breeze from the southward, and at 3 P.M. fair weather. Laying off and on at Karatonga at 6 P.M. got through with our recruiting and put off from the Island, at 8 P.M. Calm again.

Friday Dec 18. 1857.

Moderate breeze from the eastern board, and rainy weather, starting southeasterly by the wind.

From Karatonga, to Talchuanu,

Saturday Dec 19, 1857,

Moderate breeze from, about S.E. steering
southwesterly by the wind, Had fair weather

Sunday Dec 20th 1857,

Moderate breeze from S.E. and pleasant,
steering S.S.W. by the wind.

Lat - by Obs 35° 18' S,

Long " " 163° 12' West,

Monday Dec 21st 57,

Moderate breeze from the eastern board
and clear weather, steering about S,

Tuesday Dec 22^d 1857,

Moderate winds from the eastward, and clear
weather, steering southeasterly, by the wind,

Wednesday Dec 23^d 1857,

Moderate breeze from the eastward, and pleasant
steering southeasterly by the wind, saw a sail
to windward, at 6 P.M. lowered for what we
thought was Sperm Whales, but they proved to be
Black Fish, and Killers,

Lat - 34° 18' South,

Long - 163° 36' West,

Thursday Dec 24, 1857,

Very light air from the eastward, and pleasant
steering southeasterly by the wind,

Friday Dec 25, 1857,

Light winds from E. and clear weather
steering S.S.E. by the wind, Worked hard all
day setting up rigging, so much for a
Christmas, at sea,

From Paratong, to Paluhuan.

Saturday Dec 26. 1857.

Fresh breeze from the eastward, and cloudy weather steering southeasterly by the wind, (about E. S. E.)

Sunday Dec 27. 1857.

Fresh gales from E. S. E. with constant rain, latter part heavy gales, ship heading S. E. under storm sails, saw a sail astern.

Monday Dec 28. 1857.

First part heavy gales, from E. S. E. with rain, and the latter part the same from W. S. W. steered E. S. E. and E. by S.

Tuesday Dec 29. 1857.

Strong gales from W. and heavy weather steering E. by S.

Wednesday Dec 30. 1857.

Fresh gales from W. S. W. and fair weather, steering E. by S.

Lat - $41^{\circ} 18'$ South,
Long by Chron $152^{\circ} 23'$ West.

Thursday Dec 31. 1857.

Fresh breeze from W. S. W. with frequent rain squalls steering E. by S. at 4 P.M. the wind chopped round to the S. E. steered E. S. E. by the wind.

Friday Jan 1st 1858.

Strong gales from S. E. and squally, the ship heading eastward by the wind.

Saturday Jan 2^d 1858.

Fresh gales from S. E. with fair weather steering from E. to E. S. E. by the wind, with all possible sail set.

Lat $41^{\circ} 11'$ South,

From Kratonga to Takahuanu.

Sunday Jan 3rd 1858.

Light airs from the southward, and pleasant.
steering E. and E. by S. at 5 P.M. light airs from
S.W. at 8 P.M. light winds from W.W.

Monday Jan 4th 1858.

Moderate winds from W.W. and clear weather,
steering E. by S.

Tuesday Jan 5th 1858.

Fresh gales from W.W. with clear weather
steering E.

Lat 43° 40 South,
Long 134° 46 West.

Wednesday Jan 6th 1858.

Fresh breezes from the W.W. with clear
weather. steering E.

Thursday Jan 7. 1858.

Fresh breezes from W.W. with clear weather
steering E. and E. by W.

Friday Jan 8. 1858.

Fresh breezes from W. W.W. with clear weather
steering E. by W.

Saturday Jan 9. 1858.

Moderate winds from the westward, with
clear weather. steering E. by W.

Sunday Jan 10th 1858.

Fresh breezes from W. with clear weather steering
E. by W.

Lat 45° 01 South,
Long 115° 36 West.

Monday Jan 11th 1858.

Fresh gales from W. W.W. with clear
weather. steering E. by W.

From Karatong to Calakuan,

Tuesday Jan 12. 1858,
Fresh breezes from S.W. with squalls, of
fog, and rain, steering E. by E,

Wednesday Jan 13th 1858,
Fresh breezes from E, and rainy, At 6 a.m.
wind S. by E, with fair weather Steered E. by
E. at 8 a.m. had to take in the light sails,

Thursday Jan 14. 1858,
Moderate breezes from the south-eastward
with clear weather, steering E. by E,
Lat 42° 10' South,
Long 101° 36' West,

Friday Jan 15. 1858,
Fresh breezes from S.W. with clear
weather, steering E. by E,
Lat 43° 35' South,
Long 96° 40' West,

Saturday Jan 16. 1858,
Strong breezes from S.W. with clear weather
steering E. by E. with all possible sail set,

Sunday Jan 17. 1858,
Moderate breezes from S.W. with clear weather
steering E. by E,

Lat by Obs 41° 05' South,
Long by Chron 88° 42' West,

Monday Jan 18. 58
light air, from S.W. to W. and N.W. with
doubtful looking weather, steering E. by E. with
all drawing sail set. Employed as usual
in the various branches of ship duty, All
hands - anxious to reach Port,

Lat 40° 18' South,
Long 86° 38' West,

From Karatonga to Talcahuano.

Tuesday Jan 19, 1858.

Light wind from E. to E.W. steering
E, E.W, E, and E.W, E. Weather very fine.

Lat - 32° 50 South,
Long 84° 56 West.

Wednesday Jan 20, 1858.

Light winds from the westward, with fine
weather, steering E.W, E.

Lat - 39° 00 South,
Long - 82° 08 West.

Thursday Jan 21, 1858.

Light winds from the southwest, with clear
weather, steering W, E. saw a ship steering to
the north.

Lat - 38° 30 South,
Long 80° 04 West.

Friday Jan 22^d 1858.

Light winds from S.W. with clear
weather, steering W, E, and E.W, E, by E,

Lat 37° 20 South,
Long 78° 39 West.

Saturday Jan 23, 1858.

Moderate winds from E.W. with clear
weather, steering E.W, E, by E, and E.W, E,
saw a bark steering to the north.

Lat 36° 50 South,
Long 76° 04 West.

Sunday Jan 24, 1858.

Strong breeze from south, with clear
weather, steering E, E.W, E, at 2 P.M.,
made the land, and at 6 1/2 P.M. entered

Arrival at Talcahuano.

Talcahuano Bay, and at 10 A.M. run the ship aground at the Head of the Bay, about 3 miles from the anchorage, clewed up the sails, and then proceeded to lighten the ship.

Monday Jan 25. 1858.
Clear weather, at 6 P.M. (after working all night,) we got the ship afloat, run up to the Town, and came to anchor in 4 1/2 fms water, furled the sails, and washed ship.

Tuesday Jan 26. 1858.
Clear weather, the ship lying at Talcahuano, employed in breaking out and getting ready to take in Freight.

Wednesday Jan 27. 1858.
Clear weather, the ship lying at Talcahuano, for Freight.

Thursday Jan 28. 1858.
Clear weather, the ship lying at Talcahuano for Freight.

Friday Jan 29. 1858.
Clear weather, the ship lying at Talcahuano, for Freight.

Saturday Jan 30. 1858.
Clear weather, ship lying at Talcahuano.

Sunday Jan 31. 1858.
Clear weather, ship lying at Talcahuano.

Valparaiso, Chili,

Monday Feb 1. 1858.
Clear weather. The Ship lying at Valparaiso,

Tuesday Feb 2. 1858.
Clear weather. Ship lying at Valparaiso

Wednesday Feb 3. 1858.
first part foggy. latter part pleasant,
the ship lying at Valparaiso for freight.

Thursday Feb 4. 1858.
Clear weather. the ship lying at Valparaiso
for freight.

Friday Feb 5. 1858.
Clear weather. Ship lying at Valparaiso.
Employed in taking in Oil from the bark Mass.

Saturday Feb 6. 1858.
Fine weather. the ship lying at Valparaiso
Employed in taking in Oil on freight from the
Bark Massachusetts.

Sunday Feb 7. 1858.
Fine weather. the bark lying at Valparaiso.
the Starboard Watch. and nearly all the crew
on liberty. As for myself. I spent a part
of the day on board the U. S. Steam Ship
Merrimack.

Monday Feb 8. 1858.
Clear weather. the bark lying at Valparaiso
all hands on board. Employed in taking
in Oil on freight from the Bark
Massachusetts of New Bedford.

Talcahuano, Chile;

Monday Feb 9. 1858.

Clear weather, the Bark laying at Talcahuano, taking Oil on freight from the Bark Massachusetts,

Tuesday Feb 10. 1858.

Clear weather, Employed in taking in Oil on freight from the Bark Massachusetts,

Wednesday Feb 11. 1858.

Clear weather, Employed in taking in Oil on freight from the Bark Massachusetts,

Thursday Feb 12. 1858.

Clear weather, Employed in taking in Oil on freight from the Bark Massachusetts,

Friday Feb 13. 1858.

Clear weather, Employed in taking in Oil on freight from the Bark Massachusetts of W.B.

Saturday Feb 14. 1858.

Clear weather, Nearly all Hands on liberty.

Sunday Feb 15. 1858.

Wind from the North, with rain, got through taking Oil from the Bark Massachusetts, and washed Ship inside, latter part heavy squalls of both wind, and rain, almost every Ship in Port was obliged to let go their second anchor

Monday Feb 16. 1858.

Fair weather, Employed in Ship's duty.

Tuesday Feb 17. 1858.

Clear weather, Employed in getting fresh water, the Starboard Watch on liberty.

Valparaiso, Chili.

Thursday Feb 18. 1858.

Clear weather. Employed in getting fresh water the starboard Watch on liberty.

Friday Feb 19. 1858.

Clear weather, rigged and sent up the fore Royal yard, and sail. the starboard Watch on liberty

Saturday Feb 20. 1858.

Strong gale from the North, with rainy weather. All Hands on board, to take care of the Ship.

Sunday Feb 21. 1858.

Lazy showery weather. nearly all Hands on liberty. latter part pleasant,

Monday Feb 22. 1858.

First part squally, latter part pleasant. Employed in stowing down our fresh water, the starboard Watch on liberty.

Tuesday Feb 23. 1858.

Fair weather. Employed in ship duty, the starboard Watch on liberty.

Wednesday Feb 24. 1858.

Fresh gale from the north, with fair weather. the starboard Watch on liberty.

Thursday Feb 25. 1858.

Clear weather. Employed in ship duty the starboard Watch on liberty

Friday Feb 26. 1858.

Clear weather, employed in clearing up ship for sea, the starboard Watch on liberty.

Takahano. Chili, and Departure

Saturday Feb 27. 1858.

Wind from the north, with hazy weather, the Steamer
Watch on liberty, latter part fresh gales, and raining.

Sunday Feb 28. 58

Clear weather, Ship ready for sea,
the Larboard Watch on liberty.

Monday March 1st 1858.

Fresh breeze from S.W. with clear weather,
at 8 P.M. got the Ship underway
and put to sea, bound direct Home
at 8 P.M. were clear of the Land
Ship heading W. Stowed the Anchors,
and unbent, and stowed away the Cables,
then Mustered the men, and found
that we had 24 all told onboard.

Tuesday March 2^d 1858.

Strong gales from S. with clear weather
the Ship heading W. S.W. saw three Ships
two of them hove too, the other was run-
ning before the wind. We also saw a
large school of Sperm Whales
but all we could do was to look
at them.

Wednesday March 3^d 58.

Strong breeze from S. with hazy weather
Ship heading about W. S.W.

Thursday March 4th 58.

Fresh breeze from S. with clear weather,
Ship heading W. S.W. under double reefed
Topsails,

Lat 36° 29' South;
Long 79° 03' West.

From Talcahuano. to New Bedford

Friday March 5. 1858.
Light baffling winds from the South.
weather clear. Ship heading southwesterly.
Lat - 36. 28 South
Long - 80. 01 West.

Saturday March 6. 1858.
Moderate breeze from S. steering W. S. W. by
the wind. at 3 P.M. tacked to E. S. E. saw
a ship to the westward. weather hazy.

Sunday March 7. 1858.
Fresh breeze from S. and S. S. E. the ship
heading southwesterly. the weather hazy. at
7 P.M. double reefed the topsails.

Monday March 8. 1858.
Fresh breeze from S. S. E. weather hazy.
steered southwesterly by the wind. about
noon set whole topsails.

Tuesday March 9. 1858.
Moderate, baffling winds from the southward.
with fair weather. steering by the wind on
different tacks. Lat - 39. 45 South.
Long - 83. 20 West.

Wednesday March 10. 1858.
Light winds from W. and S. W. weather fair
steered S. by E. Latter part. wind baffling from
the southward. steered by the wind on different
tacks. saw two ships. weather hazy.

Thursday March 11. 1858.
Fresh breeze from W. very nearly. the weather
hazy. and sometimes thick. steered S. by
E. at 6 P.M. took in the light sails.

From Talcahuano, to New Bedford.

Friday March 12. 1868.
Calm, and foggy at intervals, at 3 P.M. light winds
from the north, stered S. by E. at 5 P.M. fresh
breezes.

Saturday March 13. 1868.
Fresh gales from E.W. very nearly, with thick
rainy weather. Stered S. by E.

Sunday March 14. 1868.
Moderate breezes from E.W. and pleasant, until
10 A.M. when the wind fell off, and it came on
to rain. Latter part calm, with light rain.

Monday March 15. 1868.
Light winds from the westward, and pleasant.
Stered S. E. E. and S. E. at 4 P.M. calm, at 5
P.M. moderate breezes from E.W.
Lat — 48° 35' South.
Long — 84° 50' West.

Tuesday March 16. 1868.
FRESH breezes from W. with clear weather, stered
S. E. by E. at 2 P.M. broke off the Flying Jib
boom.
Lat — 49° 35' South.
Long — 83° 58' West.

Wednesday March 17. 1868.
Strong gales from E.W. and squally, at noon, heaved
under her storm sails, heading southeasterly by
the wind. at 6 P.M. wind E. took in Foresail.

Thursday March 18. 1868.
Fresh gales from S. steering E. S. E. under short
sail, at midday ship under double reefed
topsails. Saw a Hamburg ship steering to
the E.W. at 6 P.M. wind S.W. stered
S. E. by the wind.
Lat — 51° 45' South
Long — 83° 19' West

From Tatchuanoo,

Friday March 19. 1858.

Strong gales from S.W. with frequent squalls, and cloudy weather, steering S. E. under close reefed Topsails, and Foresail.

Saturday March 20. 1858.

Strong gales from S.W. with variable weather, steered E. S. E. with close reefed Fore, and double reefed Main Topsail, and Foresail set.

Lat by Obs 24° 30' S.
Long by Chron ~~179~~ 79° W.

Sunday March 21. 1858.

Strong gales, with heavy squalls, from S.W. at 11 A.M. lost the Shearboard Boat, Davits and all, steering E. S. E. under close reefed Topsails, and the storm stay sails.

Monday March 22^d 1858.

Strong gales from S.W. steering E. S. E. Middle part more moderate made, nearly all sail, saw a ship, and a bark, near the end of the it began to blow on, had to shorten sail.

Tuesday March 23^d 1858.

Fresh gales from W. S.W. with fair weather, steering E. S. E. at noon had all possible sail set, including studding sails, steered W. E.

Lat - 25° 30' S. and D.
Long 66° 30' West.

to New Bedford,

Wednesday March 24th 1858.

Strong breezes from W. very nearly, with fog, and rain, steering S. E. split the Fore Toppallant-sail.

Thursday March 25th 1858.

Strong gales, steering S. E. at 6 A.M. heavy gales from W. took in everything, but the Fore, and Mizen Staysails, at 10 A.M. it began to moderate, made a little sail and steered S. E. again, weather clear, at noon had double reefed Toppails set.

Lat - 57° 00 South.

Long - 57° 15 West.

Friday March 26th 1858.

Slight winds from the westward, steering S. E. at 9 A.M. calm, at noon light air from S. E. with some rain, at 3 P.M. wind S. E. and at 6 P.M. S. W.

Saturday March 27th 1858.

Moderate breezes from W. to S. with clear weather, steering S. with all drawing sail set.

Lat - 55° 30 South

Long - 53° 29 West.

Sunday March 28th 1858.

Fresh breezes from W. S. W. with clear weather, steering S. E. with all drawing sail set.

Lat - 52° 50 South,

Long - 52° 50 West.

From Calahuano,

Monday March 29. 1858.

Squally weather, towards noon light south-
-erly winds, and cloudy, at 6 P.M. Calm, ^{and raining}

Tuesday March 30. 1858.

Calm rainy weather, at 1 or 2 A.M. fresh
breeze from S.E. which soon hauled to
S.W. with clear weather, stered N.E. by E.

Lat - 49° 15' South.
Long - 51° 32' West.

Wednesday March 31. 1858.

Fresh breeze from S. S.W. steering N.E. by E.
with all drawing sail set. Weather clear.

Thursday March 31. 1858.

Fresh breeze from N.E. with cloudy weather
steering N.E. by E. at noon strong gales from
N.E. at 4 P.M. had the ship under
close reefed topsails, heading N.W.

Friday March, Apr 2. 1858.

Pleasant breeze from W. with clear weather.
steering N.E. by E.

Lat - 45° 05' South.
Long 44° 43' West.

Saturday Apr 3. 1858.

Light winds from the westward, and raining
weather, at 4 P.M. calm, at 6 P.M.

Moderate breeze S.W. stered N.E. by E.

To New Bedford.

Sunday Apr 4 '1858.

Fresh breeze, from the westward with clear weather
steering w by E by E.

Lat $42^{\circ} 15'$ South.

Long $40^{\circ} 34'$ West.

Monday Apr 5. 1858.

Strong gale from W. N. W. with clear weather
steering w. N. E. and w. E. by w. N. E.

Lat - $40^{\circ} 05'$ South.

Long - $40^{\circ} 06'$ West.

Tuesday Apr 6. 1858.

Fresh breeze, from W. N. W. with clear weather
steering w. N. E.

Lat - $38^{\circ} 00'$ South.

Long - $38^{\circ} 26'$ West.

Wednesday Apr 7. 1858.

Light wind, from S. W. with clear weather,
steering w. N. E. with all possible sail set.

Lat - $36^{\circ} 00'$ South.

Thursday Apr 8 '1858.

Light wind, from the S. and south-
eastward, with clear weather. Steering
w. Employed in making a new
Lib. and fitting Lib Room.

Lat - $35^{\circ} 00'$ South.

Long - $35^{\circ} 25'$ West.

From Takahua.

Friday Apr 9. 1858.

Light winds from the eastward, and pleasant. Storing w. by E. sent in the Old Lib Boom, got the new Lib and Flying Boom ready, and sent it out. Hauled the rigging taught, and bent, and set the Flying Lib. Tattered part fresh breezes from E. W. E. steering w. by the wind, weather hazy.

Saturday Apr 10. 1858.

Moderate breezes from the W. E. with cloudy weather. steering northwesterly by the wind, gave our Lib. and Flying Lib-Boom another pull, wet hold &c.

Sunday Apr 11. 1858.

Light winds from N. and N. W. and pleasant. steering northeasterly by the wind.

Lat - $30^{\circ} 45'$ South.

Long - $37^{\circ} 33'$ West.

Monday Apr 12. 1858.

Light winds from the westward, with hazy weather. stored w. by E. at 11 A.M. wind south with light rain, in the afternoon, the wind was S. E. and showers, were employed throughout the day, in hauling up the Deck sheathing, plugging nail holes, and scrubbing Decks.

To New Bedford,

Tuesday Apr 13. 1858.

Squally weather, at 5 A.M. strong breezes from E. S. E. and E. with clear weather steering ev. by E. at 8 A.M. wind ev. E. and moderate, ship heading ev. ev. W.

Lat - 23° 10' South.

Long - 37° 15' West.

Wednesday Apr 14. 1858.

Slight airs from the ev. steering northwesterly by the wind, at 11 A.M. Calm, the weather rather hazy.

Thursday Apr 15. 1858.

Very light north, and northwesterly winds with fair. Ship heading northeasterly, the most of the day.

Friday Apr 16. 1858.

Pleasant breezes from the northwesterward with clear weather, steering northeasterly by the wind, at 2 P.M. exchanged signals with an English Bark, steering E. S. E.

Saturday Apr 17. 1858.

Strong breezes from ev. ev. W. steering ev. E. by the wind, about noon it came on squally, and continued the rest of the day the squally, coming from almost all points of the compass, with very steady rain, 32

From Talcahuano.

Sunday Apr 18. 1858.

Pleasant breeze from the westward, and fine weather, at noon fresh breeze from S.W. steering N. Saw a sail to windward.
Lat - $21^{\circ} 40'$ South,
Long - $72^{\circ} 26'$ West.

Monday Apr 19. 1858.

Moderate breeze from S. steering N. with studding sail, out on both sides.

Tuesday Apr 20. 1858.

Fresh breeze from S.E. and S. with clear weather, steering N. with all drawing sail set.

Wednesday Apr 21. 1858.

Fresh breeze from S. with clear weather steering N. with all drawing sail set. Employed in fitting and taring rigging, after supper, it came on squally.

Thursday Apr 22. 1858.

Very squally, and rainy, wind still holds to the S.E. steering. Rather part wind moderate, except in the frequent squally, which however are not very severe, but the rain still falls, almost constantly.

To New Bedford,

Friday Apr 20th 1858.

Rather unsettled wind, from S.E. and doubtful looking weather, starting at noon fresh breeze from S.E. with occasional rain squalls, and hazy cloudy weather, at 4 P.M. saw a Catamaran. (Brazilian fishing boat,) the water was also very light colored, position probably that we were not far from the Land, although from the thickness of the weather we could not see it, hauled the ship up E. W. C. by the wind, and took in all the light, at 5 P.M. the hoops burst on the Starboard Tank letting some of the Oil run out, pumped some of the Oil out into Casks, patched up the hoops, and made all secure again towards midnight the wind fell off to a light breeze, and hauled more to the east, with pleasant weather,

Saturday Apr 21st 1858,

Very light air from E. with clear weather at daylight the Land (Coast of Brazil) was in sight distant about 12 Miles, at 8 A.M. calm, latter part light air from E. very nearly, worked the ship to the W. C. along the Land by tacking as prudence dictated,

Lat - 18° 20' South,

Long - 38° 33' West,

From Talcahuano.

Sunday Apr 25, 1858.

Light winds from E. and pleasant, steering about S. V. E. the Land in sight at the distance of 15 miles, the ship gradually falling on to it, a Brazilian Ketch working up the Coast in company. at 3 P.M. passed, at the distance of 10 miles, 7 ships, lying at anchor under the Land, abreast of a sea port town, the name of which I don't know. at 4 P.M. tacked to S. S. E. and S by E. at 7 P.M. tacked again, to the north and east.

Lat - $9^{\circ} 45'$ South.

Monday Apr 26, 1858.

Light winds from the east, with clear weather, working the ^{ship} northeasterly along the Land, tacked several times, during the day.

Lat - $9^{\circ} 35'$ South.

Long - $85^{\circ} 49'$.

Tuesday Apr 27, 1858.

Light winds, almost invariably, from E. with clear weather, working the ship northeasterly along the, Tacking occasionally as it became necessary. at 10 P.M. saw a large ship steering southwesterly.

Lat - $8^{\circ} 58'$ South.

to New Bedford.

Wednesday Apr 28th 1858.

Moderate breeze from E. S. E. with clear weather, steering N. E. by N. at 9 A.M. passed Pernambuco. The City of Olinda and a part of Pernambuco in sight from the Deck, saw an American Whaler Ship steering to the north, latter part steered N. N. E. with all possible sail set. at sundown the way (distant by estimation 20 miles,

Thursday Apr 29th 1858.

Moderate breeze from from E. S. E. with clear weather, steering N. by E. with all possible sail set. Employed in fitting and taring the rigging.

Lat - 5° 45' South
Long - 34° 53' West.

Friday Apr 30th 1858.

Moderate breeze from E. S. E. with clear weather, steering N. by E. Employed in repairing and setting up rigging. rigged, and set the Fore Toppallant-studding sail, for the first time the voyage,

Lat - 2° 58' South,
Long -

From Calcuttano.

Saturday May 1st 1858.

Slight winds from the E. S. E. with cloudy weather, with now and then a light shower of rain. at 8 A.M. lowered our only Boat for a School of Black Fish, and caught one, at 4 P.M. Calm, with a plenty of rain.

Sunday May 2nd 1858.

Slight breezes from E. S. E. with rainy weather, at 6 A.M. very little rain. Towards noon, Calm, in afternoon very light air from the southward, Steered E. The weather still dark, and cloudy, with frequent, but sickly attempts to rain.

Monday May 3rd 1858.

Slight winds from the S. E. with clear weather, Steered E. Employed in repairing up the rigging, and Boiling out our Black Fish, Saw a School of Black Fish, Lat 00° 00'.

Tuesday May 4th 1858.

Slight air from the Southeastward, with cloudy weather Towards noon it began to rain. Latter part of day, had now and then a Calm Breeze of wind from various quarters, with occasional squalls of rain.

to New Bedford,

Wednesday May 5th 1858,
Occasional, but very light fleazy of wind
from various Points of the Compass,
but Calm the most of the time, about
it came on raining, at 4 P.M. took a
brides from the W.B. in squall, steered
northwesterly by the wind,

Thursday May 6th 1858,
Fresh breezes from the northeastward, with
raining weather, steering northwesterly,
Employed in washing Ship.

Friday May 7th 1858,
Fresh trades, with fair weather, except-
ing the squally, which are mostly rain.
steering W.W. by W. Employed in
washing Ship.

Saturday May 8th 1858,
Fresh squally with heavy rain, from W. &
steering W.W. by W. at 8 A.M. Calm,
and raining, at 2 P.M. light air from
the southward, still raining. Employed
in washing, and scraping the Dry-dock
and scuttle Butts, at 8 P.M. fresh
trade winds with fair weather,
steering N.W. by W.

Crown Kalaheuan

Sunday May 9th 1858.

Fresh trades, and pleasant, except
and squall, steered N. N. W. by W. and
W. W. by N. Met the Hole, secured
on chafing gear, repaired running
ropes, and dried studding sails, but
only to get wet again.

Lat - 6° 25' North
Long - 173° 50' West.

Monday May 10th 1858.

Fresh trades and Breezily, at 8 A.M.
pleasant steered N. W. by N. and
N. W. by N. all hands busy at little
and nothing.

Lat - 8° 40' North.
Long - 174° 30' West.

Tuesday May 11th 1858.

Fresh trades, with clear weather, steered
N. W. Employed, in painting the ship.

Wednesday May 12th 1858.

Fresh trades, with clear weather
steering N. W. Employed in
painting the ship inside, that
is painting the bulkheads, Hoof
Hatches, Hatchways, &c.

To New Bedford.

Thursday May 13th 1858.

Light Trades, with clear weather,
Steering N.W. $\frac{1}{2}$ E. Employed in
painting Ship.

Friday May 14th 1858.

Moderate Trades, with pleasant weather,
steering N.W. $\frac{1}{2}$ E. with all possible
sail set. Employed in painting the
small Frigate, and two Sails, both
of them steering to the westward.

Lat — $16^{\circ} 33'$ North,

Long — $53^{\circ} 39'$ West,

Saturday May 15th 1858.

Light Trades, and pleasant, steering
N.W. by E. and N.W.

Lat — $17^{\circ} 00'$ North,

Long — $53^{\circ} 46'$ West,

16th Moderate Trades, with clear weather,
steering N.W. by E. and N.W. with
all possible sail set.

Lat — $18^{\circ} 58'$ North,

Long — $55^{\circ} 45'$ West

Sunday May 16th 1858.

Pleasant Trades, with clear weather, steering
from N.W. by E. to N.W. saw three Ships
commenced painting & Lat — $21^{\circ} 00'$ North
and Decking. Long — $57^{\circ} 20'$ West

From Catcahuano

May, Tuesday 18. 1858.
Light Trades, and pleasant, steering
N.W. by N. with all possible sail
set. Employed at ^{other} ~~all~~ everything
Saw two Ships, one steering to the
N.W. the other about N.W.
at 7 P.M. fresh breeze, took in the
Toppallant studding sail, and Royals.
Lat - $22^{\circ} 15'$ North,
Long - $58^{\circ} 53'$ West.

Wednesday May 19. 1858.
Moderate Trades, and pleasant,
steering N.W. and N.W. by N. Employed
in cleaning Whale Bone & Spad.
Lat - $23^{\circ} 58'$ North,
Long - $60^{\circ} 37'$ West.

Thursday May 20. 1858.
Light winds from the S.E. and pleasant
steering N.W. with all drawing sail set
at 2 A.M. saw a steamer steering to
the N.W. Finished painting the Deck.
Lat - $25^{\circ} 10'$ North,
Long - $61^{\circ} 53'$ West.

Friday May 21. 1858.
Light winds from the Southward, and
pleasant, steering N.W. Employed in
oil jobs, saw a Schooner,
Lat $26^{\circ} 12'$ North, Long $63^{\circ} 04'$ West.

To New Bedford,

Saturday May 22^d 1858.
Light winds from the southwestward, and
pleasant, steering S. W. at 9 A.M. spoke
Brig Thomas Filson of, and 7 from
New York, and saw a Schooner, steering
southeasterly, at 5 P.M. had a Thunder
squall, which lasted about 2 hours,
when we had light air from N. E. W.
with fair weather.

Lat - 27° 35' North,
Long - 64° 06' West.

Sunday May 23^d 1858.
Fresh gales from the north, and
Northeast, with cloudy weather,
steering W. S. W. and S. W. at
noon fair weather, at 6 P.M.
wind about S. E. by E, and the weather
pleasant.

Monday May 24th 1858.
Light from the East, and S. E. and
pleasant, steering S. W. and S. E. W.
Lat - 29° 20' North,
Long - 67° 21' West.

Tuesday May 25th 1858.
Light breeze from the S. W. and W.
with clear weather, steering northwesterly
Lat - 31° 05' North
Long - 68° 42' West.

From Valparaiso

Wednesday May 26th 1858,
Pleasant breeze from W. S. W. with
clear weather, steering N. E. by W.
Employed in cleaning up things and
stowing them away. Fed some
Lat - 33° 55' North,
Long - 68° 48' West,

Thursday May 27th 1858,
Fresh gale from W. S. W. with rainy
weather steering E. by W. at 11 A.M.
Pleasant, saw a ship steering eastward,
rather fast moderate breeze from W.
Lat 35° 10' North,
Long 70° 01' West,

Friday May 28th 1858,
Moderate breeze from E. by W. to W.
with clear weather, except some heavy black
clouds hanging around the horizon,
saw a brig standing to the southwest,
Lat - 36° 40' North,
Long - 69° 48' West,

Saturday May 29th 1858,
Strong gale from E. by W. with cloudy weather
steering E. by W. by W. and E. by W. at 8 A.M.
Took the ship to pieces, saw a brig
steering northwesterly,
Lat - 37° 40' North,
Long 70° 31' West,

To New Bedford,

Sunday May 30th 1858,
Moderate breeze from N.W., E. and
N. by E. with cloudy weather, steering
northwesterly by the wind, saw 6-
Sail of Vessels.

Lat 49° 05' North
Long 72° 08' West.

Monday May 31st 1858,
Light baffling winds from the north
and E. with smoky, foggy weather,
steering northwesterly by the wind, saw
a Ship steering to the southward,
at 6 P.M. the wind varied suddenly
to the northwest, steered N. by E. 1/2 E.

Lat - 49° 45' North
Long - 73° 00' West.

Tuesday June 1st 1858,
Light baffling winds from the
northward, with pleasant weather, a
good part of the time there has been
no wind at all, worked Ship to
the northward by different Tacking,
saw three Ships, one Bark
and some 10 or 15 small Craft
Spoke New York, Pilot Boat
Kettle, and Mary Taylor N^o 20, &c.
learned by the former the Montauk bore
N. by W. Lat - 48° 31' North

P. Takahama To

Wednesday June 2^d 1858.
Light breeze from S.E. and pleasant
steering S.W. by W. Mounts Point
Light in sight bearing W. by W.
at 1 P.M. wind S. S.W. took ship
heading S.E. spoke Bark Astoria
from New York. Weather part mod-
erate breeze from S. heading S.W. by E.
Block Island in sight. Bearing at
noon W. by W. distant by estimation.
15 miles. at 1 P.M. Calm, at 3
P.M. light air from S.W. steered S.
E. by W. at 5 P.M. took Pilot. Cobb
from New Bedford Boat. Venetian.
Saw in course of the day 35 vessels of
various kinds. at 8 P.M. made Fox
Head Light bearing S.E. by E.

Thursday June 3^d 1858.
Foggy until 2 A.M. with very light
baffling winds. at 5 A.M. fine
weather, but little or no wind
at 8 P.M. light breeze from
the S.E. which gradually veered
to South. at 6 P.M. came to
anchor off Clarke's Point. and
burned the daily. The last act
of the voyage. Ammen,

New Bedford

Sailing Directions for the Port of Hakodate
Japan
as given by Lieut. Wm. L. Murray, U.S.N.

This spacious and beautiful bay, which for accessibility and safety is one of the finest in the world, lies on the north side of the Straits of Sangar (or Matsmai) which separates the Japanese Islands of Kippou and Jesso, and about mid-way between Cape Sirigi Saki, (the N.E. point of Kippou) and the City of Matsmai. It bears from the ^{N.E.} N.W. distant about 45 miles, and is about 4 miles wide at the entrance, and 5 miles deep.

The harbor is the southeastern arm of the bay, and is completely sheltered, with regular soundings and excellent holding ground. It is formed by a bold peaked promontory standing well out from the high land of the main, with which it is connected by a low sandy isthmus, and, appearing in the distance as an island, may be readily recognized.

The town is situated on the N.E. slope of this promontory, facing the harbor, and contains about 6,000 inhabitants.

Approaching from the eastward, after passing Cape Suwa Kuma (named on Perry's Chart Cape Blunt) which is a conspicuous head-land 12 miles E. S. E. from the town, the Junks at anchor in

the harbor will be visible over the low isthmus

For entering the Harbor,

Rounding the promontory of Hakodadi, and giving
it a berth of a mile, to avoid the calms under the
high land. Steer for the sharp peak of Komage-
daki, bearing about N. until the E peak of the
Saddle, bearing about N.E. by N. opens to the
westward of the round knob on the side of the
Mountain, then haul up to the northward, and eastward
keeping them open until the centre of the Sand-
hills on the isthmus bears S.E. by E. $\frac{3}{4}$ E. (these
may be recognized by the dark knolls upon them.)
This will clear a sand spit which makes out from
the western point of the Town in a northwestern
direction two thirds of a mile; then bring the
Sand-hills a point on the port bow, and stand
in until the western point of the Town bears
S.W. by W. when you will have the best berth
with 5 fms or 6 fms water.

If it is desirable to get nearer in, haul up a little
to the eastward of S, for the low rocky peak which
will be just visible over the sloping ridge to the
southward and eastward of the town, A vessel of
moderate draught may approach within a quarter of
a mile Isukhi Point where there is a building yard for
Junks, this portion of the harbor, however, is generally
crowded with Junks, and unless repairs are needed
it is better to lay outside,

If the peak or Saddle is obscured by clouds or fog,
after doubling the promontory, steer N. N. E. until
the sand-hills are brought upon the bearing above
given, when proceed as there directed.

A short distance from the tail of the Spit is
a detached Sand-Bank with $3\frac{1}{2}$ f^{ths} on it,
the outer edge of which is marked by a white
Spar-Buoy. Between this and the Spit there
is a narrow Channel with 4 and 5 f^{ths} water.
Vessels may pass on either side of the Buoy,
but it is most prudent to go to the northward
of it.

Should the wind fail before reaching the
harbor, there is good anchorage in the outer
roads, in from 25 to 10 f^{ths} water.

Continued

1855,	Pork.	Beef.	Bread.	Flour.	Molasses.
Apr.	3 rd 1 bbl.	3 rd 2 bbls.	8 th 172 gals.	11 th 100 lbs.	" "
"	11 th 1 bbl.	11 th 2 bbls.	17 th 142 gals.	22 nd 3 ³ / ₄ bbls.	" "
"	19 th 1 bbl.	19 th 2 bbls.	23 rd 166 gals.	" "	" "
"	24 th 2 bbls.	24 th 2 bbls.	30 th 159 gals.	" "	30 th 99 gals.
"	29 th 1 bbl.	29 th 2 bbls.	" "	" "	" "
May.	" "	11 th 1 bbl.	12 th 159 gals.	" "	" "
"	17 th 1 bbl.	17 th 1 bbl.	" "	" "	" "
"	28 th 2 bbls.	28 th 2 bbls.	" "	" "	" "
June	11 th 1 bbl.	11 th 1 bbl.	7 th 174 gals.	11 th 4 bbls.	7 th 90 gals.
"	21 st 2 bbls.	21 st 2 bbls.	26 th 164 gals.	" "	" "
July.	6 th 1 bbl.	6 th 1 bbl.	" "	" "	" "
"	16 th 1 bbl.	16 th 1 bbl.	16 th 143 gals.	" "	" "
"	17 th 1 bbl.	17 th 1 bbl.	30 th 159 gals.	" "	" "
Aug.	5 th 1 bbl.	5 th 1 bbl.	" "	2 nd 3 ³ / ₄ bbls.	2 nd 101 gals.
"	14 th 1 bbl.	14 th 1 bbl.	19 th 179 gals.	" "	" "
"	23 rd 1 bbl.	23 rd 1 bbl.	" "	" "	" "
"	31 st 1 bbl.	31 st 2 bbls.	" "	" "	" "
Sept.	13 th 2 bbls.	13 th 1 bbl.	9 th 298 gals.	" "	" "
Nov.	17 th 1 bbl.	17 th 250 lbs.	23 rd 505 lbs.	4 th 4 ³ / ₄ bbls.	29 th 1 bbl.
"	26 th 1 bbl.	26 th 511 lbs.	" "	" "	" "
Dec.	10 th 1 bbl.	10 th 2 bbls.	21 st 533 lbs.	" "	4 th 101 gals.
"	25 th 2 bbls.	25 th 1 bbl.	" "	31 st 4 ³ / ₄ bbls.	27 th 12 gals.
<div style="text-align: right;">26 15 <hr/>41</div>		<div style="text-align: right;">29 ³/₄ 27 <hr/>56 ³/₄ 41</div>		<div style="text-align: right;">5815 lbs. <hr/>21 ¹/₂ bbls. <hr/>494 gals</div>	

Brought Over.

lb.	Rice.	Beef.	Bread.	Flour.	Molasses.
"	"	3 ² 600 lbs.	5 ⁴ 322 gals.	"	"
"	16 th 1 <u>bl.</u>	16 th 250 lbs.	"	"	"
"	"	25 th 250 lbs.	"	"	"
"	31 st 1 <u>bl.</u>	31 st 2 <u>bls.</u>	"	"	"
"	12 th 1 <u>bl.</u>	12 th 504 lbs.	6 th 318 gals.	"	"
"	28 th 1 <u>bl.</u>	28 th 510 lbs.	"	"	21 st 1 <u>bl.</u>
"	14 th 1 <u>bl.</u>	14 th 2 <u>bls.</u>	15 th 344 gals.	14 th 5 <u>bls.</u>	"
"	31 st 1 <u>bl.</u>	31 st 1 <u>bl.</u>	"	"	19 th 88 gals.
"	"	5 th 1 <u>bl.</u>	"	"	"
"	16 th 1 <u>bl.</u>	16 th 2 <u>bls.</u>	"	"	"
"	1 st 1 <u>bl.</u>	1 st 2 <u>bls.</u>	8 th 290 gals.	"	"
"	14 th 1 <u>bl.</u>	14 th 2 <u>bls.</u>	"	"	"
"	29 th 1 <u>bl.</u>	29 th 2 <u>bls.</u>	"	"	21 st 88 gals.
"	11 th 1 <u>bl.</u>	11 th 2 <u>bls.</u>	5 th 323 gals.	"	"
"	24 th 1 <u>bl.</u>	24 th 2 <u>bls.</u>	"	20 th 800 lbs.	22 nd 1 <u>bl.</u>
"	8 th 1 <u>bl.</u>	8 th 2 <u>bls.</u>	"	"	8 th 90 gals.
"	31 st 1 <u>bl.</u>	31 st 2 <u>bls.</u>	9 th 172 gals.	"	"
"	"	"	26 th 350 gals.	"	"
"	3 ² 2 <u>bls.</u>	3 ² 1 <u>bl.</u>	"	"	"
"	15 th 2 <u>bls.</u>	15 th 1 <u>bl.</u>	"	16 th 600 lbs.	"
"	30 th 1 <u>bl.</u>	30 th 2 <u>bls.</u>	"	"	"
"	18 th 1 <u>bl.</u>	18 th 2 <u>bls.</u>	1 st 326 gals.	"	"
"	21 st 1 <u>bl.</u>	21 st 2 <u>bls.</u>	23 rd 324 gals.	27 th 600 lbs.	24 th 114 gals.
	21	40 1/2	27 69 1/2	15 <u>bls.</u>	443
	41	56 3/4	55 58	14 1/2	382
	62 <u>bls.</u>	97 1/4	13 84	21 1/2	494 1/2
		62	69 22 <u>bls.</u>	51 - <u>bls.</u>	1,269 1/2
			100 40		gals.
Whole Amount	159 1/4 <u>bls.</u>		17,262 lbs.	Whole Amount	

Brought up.

1856.	Pork.	Bap.	Bread.	Flour.	Molasses.
Oct	3 rd 1 bbl.	3 rd 2 bbls.	" "	" "	" "
"	13 th 1 bbl.	13 th 2 bbls.	25 th 163 lbs.	" "	" "
Nov.	12 th 1 bbl.	13 th 423 lbs.	18 th 410 lbs.	" "	" "
"	28 th 1 bbl.	28 th 424 lbs.	" "	" "	20 th 1 bbl.
Dec.	" "	10 th 1 bbl.	" "	" "	" "
"	13 th 1 bbl.	13 th 2 bbls.	13 th 240 lbs.	" "	18 th 950
"	" "	29 th 1 Tierce	22 nd 130 gals.	22 nd 1 bbl.	" "
1857.					
Jan.	12 th 1 bbl.	12 th 1 bbl.	12 th 173 gals.	" "	" "
"	" "	13 th 1 Tierce	" "	" "	" "
"	24 th 1 bbl.	24 th 1 bbl.	" "	24 th "	24 th 1 bbl.
"	" "	21 st 1 bbl.	" "	" "	" "
Feb.	10 th 1 bbl.	10 th 1 bbl.	7 th 446 lbs.	" "	" "
"	" "	18 th 1 bbl.	" "	" "	" "
"	26 th 1 bbl.	26 th 1 bbl.	26 th "	26 th 500 lbs.	26 th 1 bbl.
March	" "	3 rd 2 bbls.	6 th 349 lbs.	" "	" "
"	16 th 1 bbl.	16 th 1 bbl.	" "	" "	16 th 1 bbl.
"	" "	20 th 1 bbl.	" "	" "	" "
"	" "	27 th 1 bbl.	" "	" "	" "
Apr.	5 th 1 bbl.	5 th 1 bbl.	1 st 422 lbs.	" "	" "
"	" "	10 th 1 bbl.	" "	" "	9 th 88 g.
"	" "	18 th 1 bbl.	19 th 359 gals.	" "	" "
"	" "	25 th 1 bbl.	" "	25 th 600 lbs.	" "
May	" "	1 th 1 bbl.	5 th 350 gals.	" "	" "
"	" "	6 th 1 bbl.	" "	" "	" "
"	7 th 1 bbl.	12 th 1 bbl.	" "	" "	" "
"	" "	16 th 1 bbl.	" "	" "	" "
"	25 th 1 bbl.	25 th 1 bbl.	28 th 249 gals.	" "	" "



Provision Table Continued					
1857,	Rock	Beef	Bread	Flour	Molasses
June	1 st 1 bbl.	1 st 1 bbl.	18 th 314 gals.	1 st 400 lbs.	" "
" "	" "	8 th 1 bbl.	" "	" "	" "
" "	" "	17 th 2 bbls.	" "	" "	" "
" "	" "	27 th 2 bbls.	" "	" "	" "
July	" "	8 th 2 bbls.	4 th 687 lbs.	10 th 1000 lbs.	1 st 114 gals.
" "	16 th 1 bbl.	16 th 1 bbl.	24 th 218 gals.	" "	" "
" "	24 th 1 bbl.	24 th 1 bbl.	" "	" "	" "
Aug.	1 st 1 bbl.	1 st 1 bbl.	9 th 303 gals.	" "	" "
" "	" "	9 th 1 bbl.	18 th 158 gals.	" "	" "
" "	31 st 1 bbl.	31 st 1 bbl.	" "	" "	" "
Sept.	" "	4 th 300 lbs.	7 th 177 gals.	" "	27 th 88 gals.
" "	" "	16 th 300 lbs.	12 th 330 gals.	" "	minus 2 bbls.
" "	22 nd 1 bbl.	22 nd 1 bbl.	" "	" "	" "
Oct.	6 th 1 bbl.	6 th 1 bbl.	3 rd 333 gals.	" "	10 th 1 bbl.
" "	" "	13 th 1 bbl.	" "	" "	13 th 1 bbl.
" "	20 th 1 bbl.	20 th 2 bbls.	" "	" "	" "
Nov.	" "	3 rd 1 bbl.	" "	" "	9 th 80 gals.
" "	" "	24 th 1 bbl.	" "	" "	" "
" "	30 th 1 bbl.	30 th 1 bbl.	" "	" "	" "
Dec.	10 th 1 bbl.	10 th 1 bbl.	5 th 147 gals.	6 th 500 lbs.	" "
" "	19 th 1 bbl.	19 th 1 bbl.	" "	" "	" "
" "	26 th 1 bbl.	26 th 1 bbl.	" "	" "	" "

Provision Table Continued

1858,	Rice	Map	Bread	Flour	Molasses
Jan.	"	5 th 2 bbls.	3 rd 167 gals	14 th 200 lbs.	"
"	21 st 1 bbl.	21 st 1 bbl.	"	"	"
Feb.	3 rd 1 bbl.	3 rd 1 bbl.	4 th 158 gals	3 rd 200 lbs.	"
March	4 th 1 bbl.	11 th 2 bbls.	1 st 200 lbs.	8 th 100 lbs.	2 nd 1 bbl.
"	"	23 rd 2 bbls.	"	15 th 100 lbs.	23 rd 1 bbl.
"	"	"	"	22 nd 100 lbs.	"
"	"	"	"	29 th 100 lbs.	"
Apr.	7 th 1 bbl.	7 th 2 bbls.	"	5 th 100 lbs.	28 th 1 bbl.
"	21 st 1 bbl.	22 nd 1 bbl.	"	11 th 100 lbs.	"
"	22 nd 1 bbl.	30 th 1 bbl.	"	19 th 100 lbs.	"
"	"	"	"	30 th 100 lbs.	"
May	"	10 th 1 bbl.	"	3 rd 100 lbs.	"
"	11 th 1 bbl.	17 th 1 bbl.	"	15 th 100 lbs.	"
"	"	28 th 1 bbl.	"	19 th 100 lbs.	"
"	"	"	"	28 th 100 lbs.	"
June	"	"	"	2 nd 100 lbs.	"



